

AGENDA
PLANNING & ZONING COMMISSION
REGULAR MEETING
Monday, June 24, 2019

HIAWATHA COUNCIL CHAMBERS (101 Emmons Street Upper Floor) – 5:30 P.M.

- A. Call to Order – Roll
- B. Approval of Agenda
- C. Approval of May 20, 2019 Minutes
- D. Approval of April 22, 2019 Work Session Minutes
- E. Business
 - 1. Consider Resolution for recommendation to City Council for acceptance of the Robins Road Study Report as delivered by Bolton and Menk including the implementation plan.
 - 2. Consider Resolution for recommendation to City Council to amend the Comprehensive Plan 2036 and the Future Land Use Map as detailed in the Robins Road Study.
 - 3. Consider Resolution for recommendation to City Council to amend the Design Guidelines to recognize the Robins Road Study Right of Way design changes.
- F. Adjourn

**HIAWATHA PLANNING AND ZONING COMMISSION
REGULAR MEETING
May 20, 2019**

The Hiawatha Planning and Zoning Commission met on May 20, 2019. Chairperson, Mark Powers called the meeting to order at 5:30 P.M. Members present: Vice Chairperson, Mark Ross, Darryl Cheney, Lisa Jepsen, Kenny Jones, Terry Trimpe. Members Absent: Eric Hoover. Staff present: Community Development Director Patrick Parsley, Assistant Building Official Jim Fisher. Guests in Attendance: Denny Norton.

Board Member, Kenny Jones moved to approve the agenda. Second by Terry Trimpe. Motion carried.

Board Member, Kenny Jones moved to approve the meeting minutes of April 22nd, 2019. Second by Lisa Jepsen. Motion carried.

Consider Resolution for recommendation of approval to City Council to approve the Design Guideline requirements for the site plan submitted by William Bennett for the property located at 408 North Center Point Road, Hiawatha, Iowa.

William Bennett gave an explanation of the project. The property is located in the same building as Barbers etc. who moved into the building about three and a half years ago. That building is 230-foot-long, with 190-foot still open. He has found someone interested in starting a little restaurant/bar type atmosphere that can serve the community.

Community Development Director Patrick Parsley clarified P&Z consideration is just for the Design Guideline portion of the plan which is just the way the building looks because the parking is remote from Center Point Road. He stated further; staff has gone over the plan with the designer regarding the stormwater detention, parking, access to Center Point Road, driveway width designs and the lighting and all items are still pending. City staff will review them once the engineer submits them. He noted further, brick is being added to this building.

Board Member Kenny Jones asked how much parking is he going to have to allow?

Community Development Director Patrick Parsley answered that is based on the square footage he is going to finish for the bar which is still in flux, but it would be 10 spaces per 1000 square feet.

Board Member Kenny Jones asked if this was going to be like the Library and have twenty-five (25%) less parking and where the twenty-five (25%) percent parking allowance stop and where does it go?

Community Development Director Patrick Parsley answered no it is not since this is a CPR-3 zone versus a CPR-1 zone for the library. The exception is for CPR-1 and it would be for existing built up lots.

Board Member Kenny Jones asked, even though they add on?

Community Development Director Patrick Parsley said yes, even though they add on. Further, he would have to check the code to see if that applied to CPR-2.

Vice Chairperson Mark Ross asked if that meant it was grandfathered in?

Community Development Director Patrick Parsley explained as they developed the CPR zones in the downtown district there was an exception put in the code to limit required parking to the maximum 4 spaces per 1000 square feet in CPR-1. This means it only affects assembly type uses like bars or conference rooms and library's where the required parking exceeds 4 spaces per 1,000 square feet.

Board Member Terry Trimpe asked how many square feet this bar is?

Community Development Director Patrick Parsley answered we are not sure at this point because some of the information they gave us will depend on how much fire/safety issues have to be addressed. They are still trying to figure out what the maximum size is without having to spend a lot of money on fire resistant changes for exterior walls and a fire sprinkler system. It could end up being as small as 1000 square feet.

Chairperson Mark Powers asked how the size compares to Oscars.

William Bennett stated the bar/restaurant would be about the same size as Oscars. Also clarified that Oscars is not sprinkled, none of that building is.

Vice Chairperson Mark Ross asked about the outdoor seating. Will there be any issues from neighbors?

Community Development Director Patrick Parsley clarified we would not since this building was properly zoned for this use. It would rival the noise of the railroad at this point.

Board Member Terry Trimpe asked if the bar would start at the left side and go to the right?

Community Development Director Patrick Parsley said correct, the renovated space would start at the left and go to the right.

Board Member Terry Trimpe asked if it was 90 feet long.

Community Development Director Patrick Parsley answered it was 90-foot-long and the building is 24 feet wide.

William Bennett confirmed the size of the building was 24 feet by 230 feet long total. Barber Etc. has 40 feet and then it stairsteps because of the land and the grade goes down. The last level is the 90 feet where the bar would go. But if the seating size ends up being over the capacity for the sprinkler because of costs we might size it down.

Community Development Director Patrick Parsley said 90 feet times 24 feet is 2160 square feet, that would definitely put them in the sprinkler requirements.

Board Member Terry Trimpe asked if there was an existing wall at the right side now?

William Bennett answered no there isn't. We are waiting to put that in because that would be a fire proof wall if we end up developing any more of the building.

Board Member Terry Trimpe asked so you move that line?

Community Development Director Patrick Parsley and William Bennett answered the line will be moved according to what they decide on size.

Chairperson Mark Powers said the real question is building material and it appears they made an effort to incorporate brick on it so it technically meets the design guidelines.

Community Development Director Patrick Parsley agreed.

Board Member Terry Trimpe asked what is the current zone?

Community Development Director Patrick Parsley answered CPR-3.

Vice Chairperson Mark Ross asked if that zoning was consistent with bar/restaurant?

Community Development Director Patrick Parsley answered that is consistent.

Vice Chairperson, Mark Ross moved recommendation of approval to City Council to approve the Design Guidelines requirements for the site plan submitted by William Bennett for the property located at 408 North Center Point Road, Hiawatha, Iowa. Second by Chairperson, Mark Powers.

AYES: DARRYL CHENEY, LISA JEPSEN, KENNY JONES, TERRY TRIMPE, MARK ROSS, MARK POWERS.

NAYS: NONE

ABSENT: ERIC HOOVER

Motion Carried.

Resolution #19-004 Approved

Kenny Jones moved to adjourn the meeting at 5:43 P.M. Second by Lisa Jepsen. Motion Carried.

Mark Powers, Chairperson

ATTEST:

Tiffany Stinson, Permit Clerk

HIAWATHA PLANNING AND ZONING COMMISSION
WORK SESSION
April 22, 2019

The Hiawatha Planning and Zoning Commission met on April 22, 2019. Vice Chairperson, Mark Ross called the meeting to order at 6:05 P.M. Members present: Darryl Cheney, Eric Hoover, Lisa Jepsen, Kenny Jones, Terry Trimpe. Members Absent: Chair Mark Powers. Staff present: Community Development Director Patrick Parsley, Assistant Building Official Jim Fisher, City Administrator Kim Downs, City Engineer John Bender.

Board Member, Eric Hoover moved to approve the agenda. Second by Terry Trimpe. Motion carried.

Robins Road Study Update.

Community Development Director, Patrick Parsley began the meeting sharing the following; This area of Hiawatha was developed in the 1960's. The City Council feels this corridor will be the next location for future redevelopment and infrastructure investment. This area has aging public utilities, overhead private utilities, uncontrolled street access, and aging street and public sidewalks that do not meet current design standards. There is a need for identifying, visualizing, and acting on opportunities to refurbish the area with an emphasis on urban redevelopment. The study focused on understanding urban design qualities that result in a vibrant, mixed-use community reflective of the Comprehensive Plan 2036. The City anticipates Robins Road from Chaffee Drive to Boyson Road will be an extension to the Village Center Redevelopment. The intent is to prepare a redevelopment strategy and plan for the future growth. The plan for street and utility reconstruction and possible zoning revisions to promote investment in the area are included in the study.

Highlights of the study:

- Infrastructure improvements are needed. The infrastructure is old and in need of an upgrade due to the aging of the system and new construction coming on line;
- Right-of-way alignment;
- Next steps on the Village Center (Midtown) is developed;
- Steering committee- consists of local property owners (varies land owners) discussing the areas future. All agreed the land use should move away from industrial uses;
- Advantages of moving power lines underground for aesthetics and to make room along the roadway for traffic and car storage. Discussions on other type of land uses (future trails, sidewalks);
- Public meetings were held in addition to steering committee;
- This area is a spoke to our midtown area; Northwood would be a business village center concept as an active intersection;
- Discussion of an overlay similar to Center Point Road zoning for potential development;
- Who will redevelop? Private development with only city involved if necessary; such as brownfield grants;
- Midtown will certainly be a catalyst to Robins Road development. Concepts and direction;
- Parson Drive to Northwood would open up potential for redevelopment to mobile home park and other open space;
- Will we construct the infrastructure improvements in phases? South-end first and then move north;
- Moving forward- zoning overlay (updating comprehensive plan and concepts);
- Updates to design guidelines;
- Trail concepts with project will be considered and consistent to complete street design.

The commission members Mark Ross and Lisa Jepsen inferred that redevelopment would increase the value of each of the properties and should be considered in future discussions. Property tax values- increase and what those projected values would look like.

Community Development Director, Patrick Parsley invited and suggested each of the board members attend the last public input meeting set for May, 16 from 5:00-7:00 P.M.

Note: Redevelopment can start in a year from now or 15 years from now. Very similar to the Village Center concept.

Darryl Cheney made the following comments:

- Newbo concept brought another redevelopment as Village Center (Midtown) could bring to Robins Road redevelopment.
- Cedar Falls concepts with shared projects; putting parking in right location. Have been a positive to the Cedar Falls community and its redevelopment.

Darryl Cheney moved to adjourn the meeting at 6:54 P.M Second by Lisa Jepsen. Motion Carried.

Mark Ross, Vice Chairperson

ATTEST:

Kim Downs, City Administrator, acting clerk



ROBINS ROAD CORRIDOR STUDY
CITY OF HIAWATHA, IA



ACKNOWLEDGMENTS

With Special Thanks to:

Public participants who provided feedback to help define the final recommendations for this document.

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City of Hiawatha

Bill Bennett - Mayor
Aime Wichtendahl - City Council of Hiawatha
Steve Dodson - City Council of Hiawatha
Kim Downs - City Administrator
John Bender - City Engineer
Patrick Parsley - Community Development
Director

Steering Committee

Jason Cullum - RNEW LLC
Dave Tallett - D&D Real Estate
Mike & Angie Dahl - Michael S Dahl
Alicia Donnell - GoDaddy
Carm Chaifos - Darrah's
Pat Callanan - Hawkeye Communication
Keith Billick - Side by Side Iowa
Hassan Igram - Cedar Graphics
Mayor Bill Bennett - City of Hiawatha
Aime Wichtendahl - City of Hiawatha
Steve Dodson - City of Hiawatha
Kim Downs - City of Hiawatha
John Bender - City of Hiawatha
Patrick Parsley - City of Hiawatha
Adrian Holmes - Bolton & Menk
Jim Harbaugh - Bolton & Menk
Rose Brown - Bolton & Menk

Bolton & Menk Project Team

Jim Harbaugh, PLA - Principal in Charge
Adrian Holmes, P.E, CFM - Project Manager Civil
Ryan Wright P.E. - Project Engineer
Rose Brown, AICP - Senior Urban Planner
Nate Weigl, PLA - Project Landscape Architect
Brianna Holden - Landscape Designer

TABLE OF CONTENTS

01	EXECUTIVE SUMMARY	Pg. 1-9
	1.1 Introduction.....	
	1.2 How to Use the Master Plan.....	
	1.3 The Process & Timeline.....	
02	VISION, GOALS, & OBJECTIVES	Pg. 10-15
	2.1 Vision and Goals	
	2.2 Objectives.....	
03	DATA COLLECTION & COMMUNITY INPUT ...	Pg. 16-27
	3.1 Project Overview/Limits.....	
	3.2 Existing Conditions Study.....	
	3.3 Future Land Use/Parcel Data.....	
	3.4 Community Input Summary.....	
04	MASTER PLAN	Pg. 28-53
	4.1 Zoning & Land Use Recommendations.....	
	4.2 Corridor Conceptual Improvements.....	
	4.3 Redevelopment Massing Study.....	
	4.4 Circulation & Streetscaping.....	
	4.5 Placemaking and Wayfinding.....	
05	IMPLEMENTATION	Pg. 54-59
	5.1 Redevelopment Strategy.....	
	5.2 Improvement Planning.....	
	5.3 Operation and Policy Guidelines.....	
	5.4 Funding Strategies (Local, State, Federal, Other)...	
06	RESOURCES & APPENDIX	Pg. 60-73
	6.1 Resources & References.....	

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EXECUTIVE SUMMARY

01

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EXECUTIVE SUMMARY

INTRODUCTION:

The City of Hiawatha has to goal to redefine the Robins Road Corridor. This has been a goal of the city, community partners, and constituents for many years. The vision for this corridor will boost the community image, raise resident awareness, and attract additional investment. This project allows the city to focus on the reconstruction of Robins Road and to re-imagine the associated land uses along the corridor.

The contents of this master plan report include site information, community input, data analysis and strategies for redevelopment. Recommendations include: creating a multi-modal corridor, branding and identity, beautification, compatible land-use and zoning, and economic development opportunities. This document provides a framework relevant to the growth of the Robins Road Corridor. Appendices include inventories, community feedback, meeting agendas, notes and attendance records produced during the planning process.

The information contained in this report represents the conclusion of an extensive, interactive and engaging public outreach process with Hiawatha community members. The recommendations described are a reflection of what Hiawatha residents & stakeholders desire as the city moves forward with improving the corridor.

HOW TO USE THIS DOCUMENT:

The City of Hiawatha should use this document to evaluate resource allocation, capital improvement spending, implementation of branding, land-use changes, streetscape enhancements, economic development opportunities, and the development of a multi-modal corridor. The sections that follow serve as a guide and will provide a plan for implementation.

This report discusses the master plan and all components involved in achieving the redevelopment of the Robins Road corridor. The order of steps to implement the master plan include:

Task 1) Reconstruct roadway with amenities that enhance the corridor.

Task 2) Propose a redevelopment concept that considers the highest and best use of the properties located within the corridor to achieve the vision developed during the collaborative planning process.

Task 3) Attract new investment to the corridor.

PROCESS:

The process was led by City staff in collaboration with an appointed steering committee. The design team executed an outreach planning process centered on understanding the community wants and needs relative to the public right-of-way and future redevelopment of the corridor. The process lasted 6 months from project initiation through City Council adoption.

THE PROCESS WAS DESIGNED AROUND FOUR KEY PRINCIPLES:

Involve community members, property owners, stakeholders and city staff in a collaborative outreach process that listens to the community.

ENGAGE

INFORM

Provide the appropriate levels of education for project participants to make informed decisions. Share information throughout the project, and document feedback. Refine potential outcomes as the project progresses.

Analyze community input, determine community values, and make recommendations consistent with the values of the community at specific intervals.

RECOMMEND

IMPLEMENT

Provide a framework of prioritized improvement recommendations. Identify the necessary tools for developing for implementation. Provide a justification for the improvement.

TIMELINE:

A series of meetings and open houses were held to engage the community and stakeholders throughout the process.

MEETINGS:

- STEERING COMMITTEE KICKOFF (12/04/2018)
- STEERING COMMITTEE MEETING #2 (01/08/2019)
- PUBLIC OPEN HOUSE #1 (01/10/2019)
- STEERING COMMITTEE MEETING #3 (02/05/2019)
- PUBLIC OPEN HOUSE #2 (02/26/2019)
- STEERING COMMITTEE MEETING #4 (03/05/2019)
- STEERING COMMITTEE MEETING #5 (04/02/2019)
- PUBLIC OPEN HOUSE #3 (05/06/19)



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VISION, GOALS, & OBJECTIVES

02

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VISION, GOALS, & OBJECTIVES

VISION

The community desires to enhance the Robins Road corridor by creating a community place with a unique identity and brand. The corridor will become a place to spend time, socialize and do business in Hiawatha. The corridor will no longer be an area to pass through, but a place to seek out and spend time. The corridor will be friendly to pedestrians and provide amenities that will aid in attracting new and additional investment in the corridor.

GOAL

Provide a variety of uses and amenities that attract new residents and businesses to the area. Make the corridor a pedestrian-friendly experience that draws a variety of people to the area while still maintaining the adjoining residential neighborhoods.

ACTION STEPS

- 1) Design roadways and pedestrian facility improvements
- 2) Consider the future users of the corridor
- 3) Provide a redevelopment strategy
- 4) Identify tools necessary for redevelopment
- 5) Provide a phasing/implementation plan to achieve the defined concept.

The following questions are addressed throughout the process in developing a master plan for the Robins Road corridor:

- WHO ARE THE PEOPLE THAT DEPEND ON THIS CORRIDOR ON A DAILY/WEEKLY BASIS?
- HOW IS THE CORRIDOR USED? WHERE ARE PEOPLE GOING, COMING FROM, TURNING, ETC.
- HOW WILL ACCESS TO BUSINESSES AND RESIDENTS BE AFFECTED?
- WHAT ARE THE PROBLEMATIC AREAS? SIMILARLY, WHAT ARE OPPORTUNISTIC LOCATIONS?
- WHAT RIGHT-OF-WAY CONSTRAINTS WILL HINDER SPECIFIC USES OR OPPORTUNITIES?
- WHAT IS THE EXISTING CHARACTER OF THE CORRIDOR? WHAT SHOULD IT BE? WHAT CAN IT SUPPORT?
- HOW ARE PUBLIC INFRASTRUCTURE, UTILITIES, AND STORMWATER MANAGEMENT IMPACTED?

PROJECT OBJECTIVES

OBJECTIVES:

A series of steering committee meetings and public open houses were held in which a variety of topics and questions were discussed to gain an understanding of project priorities. These priorities define the objectives of the corridor study. The topics discussed included street design, bicycle and pedestrian facility enhancements, and land uses.

A preference exercise was performed by the steering committee and the general public where a series of priorities was voted on. The results below are from the first public open house where attendees voted with green and red dot stickers. A green dot means 'yes' this is important to me, and red means 'no' this is not as important. Additional preference results can be found in the Appendix of this report.

The public voting results below indicate several preferred priorities, but it is worth noting the unusual response to economic development as a priority. This could possibly be attributed to the initial scope of the study being focused on the public right-of-way and infrastructure. Another possible explanation could be the variety of ways that economic development can be interpreted by members of the general public.

SUSTAINABILITY AND WATER MANAGEMENT



MULTI-MODAL CORRIDOR



BRANDING AND COMMUNITY IDENTITY



BEAUTIFICATION



COMPATIBLE LAND-USE ZONING



ECONOMIC DEVELOPMENT



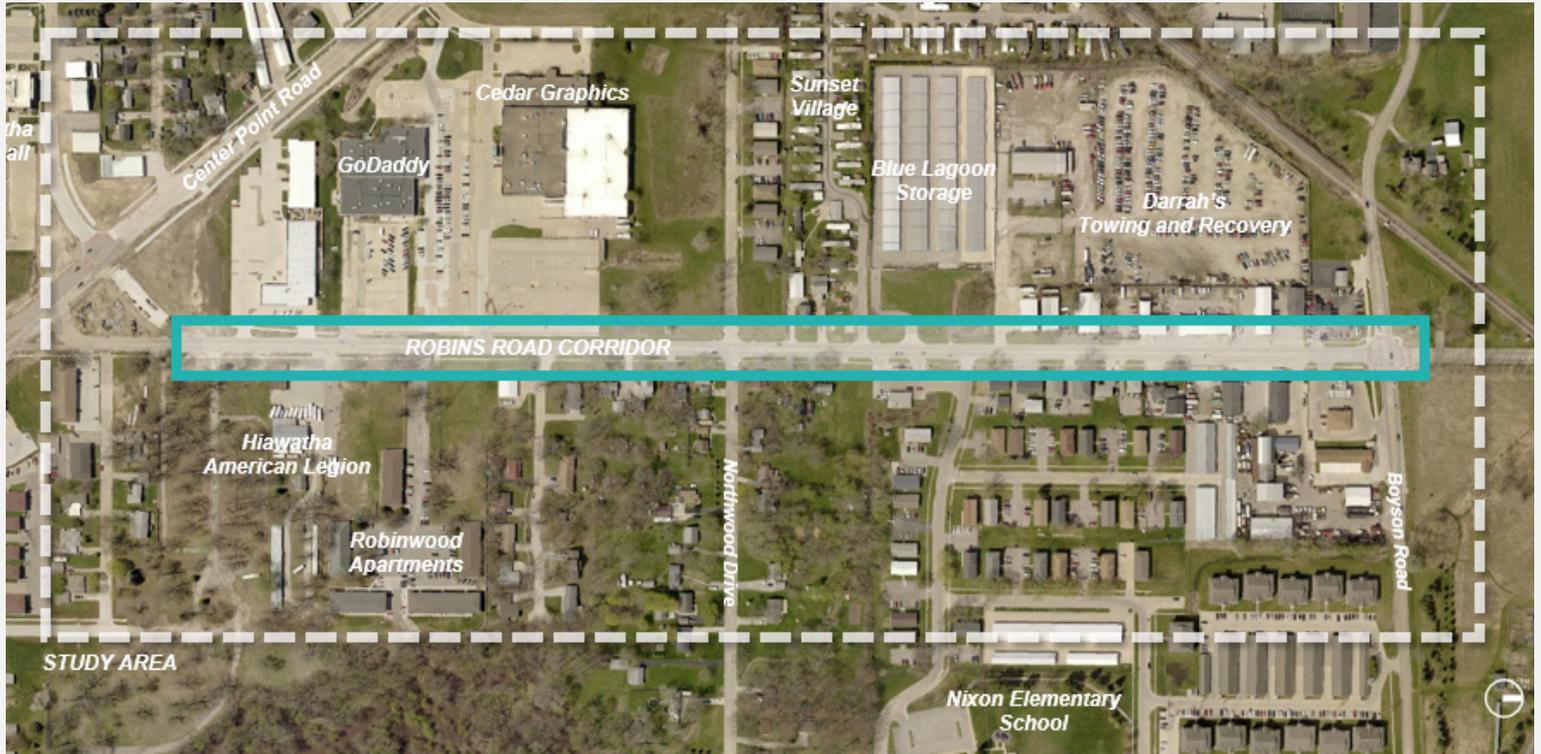
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DATA COLLECTION & COMMUNITY INPUT

03

DATA COLLECTION & COMMUNITY INPUT



INTRODUCTION:

Planning begins with an inventory of existing conditions and available resources. Existing resources are then compared to the needs and goals of the community. In determining what the future of the Robins Road Corridor should contain, it is essential to understand existing conditions and needs. A complete inventory of Robins Road and adjacent land uses was performed to ensure a comprehensive understanding of corridor existing conditions.

ROBINS ROAD CORRIDOR INVENTORY

As part of the inventory process, the project team visited, documented, and photographed Robins Road as well as adjacent areas.

The following items were evaluated:



PROJECT LIMITS AND OVERVIEW :



PROJECT LIMITS:

Understanding the existing conditions of the Robins Road corridor is important before starting the process of redevelopment. The image above illustrates some existing conditions along the corridor. It becomes clear through evaluation that the corridor study must also consider what is happening beyond Robins Road relative to linkages, connections, land use and redevelopment opportunities.

The planning process includes guidance from a steering committee and input gathered from public open house events with additional feedback coming from conversations with current property owners. Overall conversation with current property and business owners has been positive and receptive to a new land use strategy for the corridor.

DATA COLLECTION AND ASSESSMENT :

The project team took a photo inventory of the existing Robins Road corridor to document existing conditions. Combined with the results of the goal setting activity by the steering committee and the following photo inventory, some preliminary areas of improvement for the public right-of-way began to emerge:

OPEN SPACE
WIDENED SIDEWALKS FOOD DESTINATIONS
PLANTS BEAUTIFICATION IDENTITY
LIGHTING WALKABILITY
COMMUNITY SHOPPING

EXISTING CONDITIONS: ROBINS ROAD



PROJECT SCOPE:

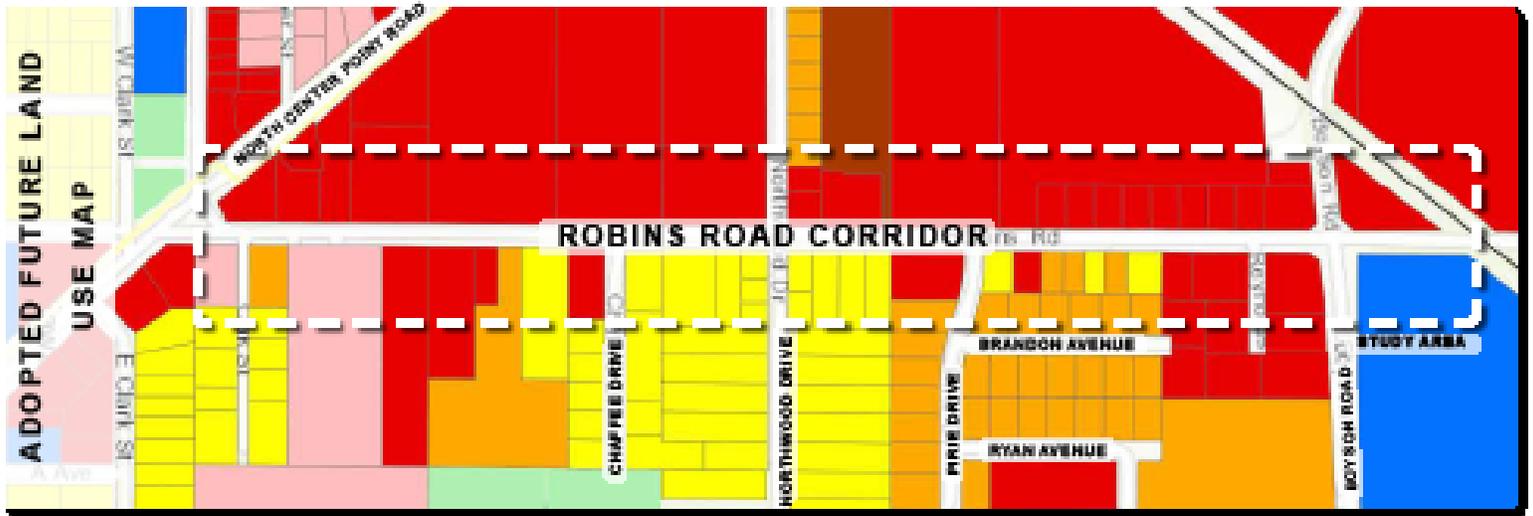
The study area for the public right-of-way includes Robins Road from Center Point Road to Boyson Road. The corridor is divided into three distinct zones with varying street sections and treatments. Land uses and future developments will loosely follow these zones as well. The figure below indicates these “zones” along Robins Road.



EXISTING SITE IMPROVEMENTS

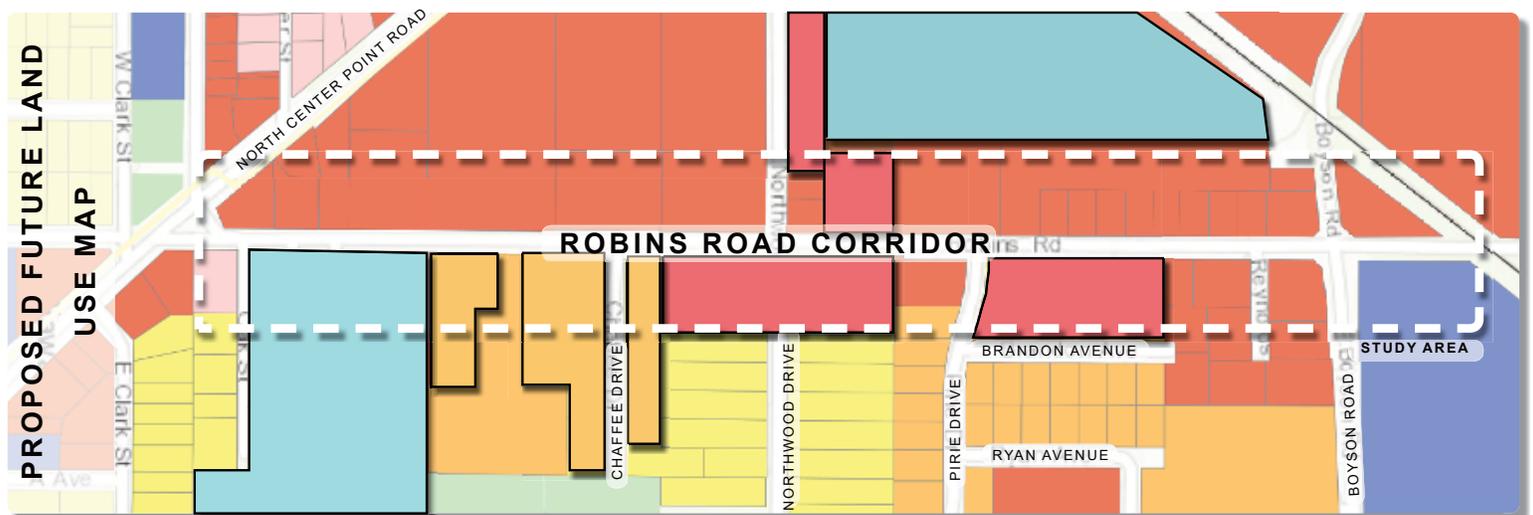
Some improvements have already been made to the south end of Robins Road as a part of the Center Point Road improvements that were made several years ago. The improvements in this area will provide some guidance to future improvements to Robins Road, but the study includes this area and makes recommendations as to other possible improvements in this area.





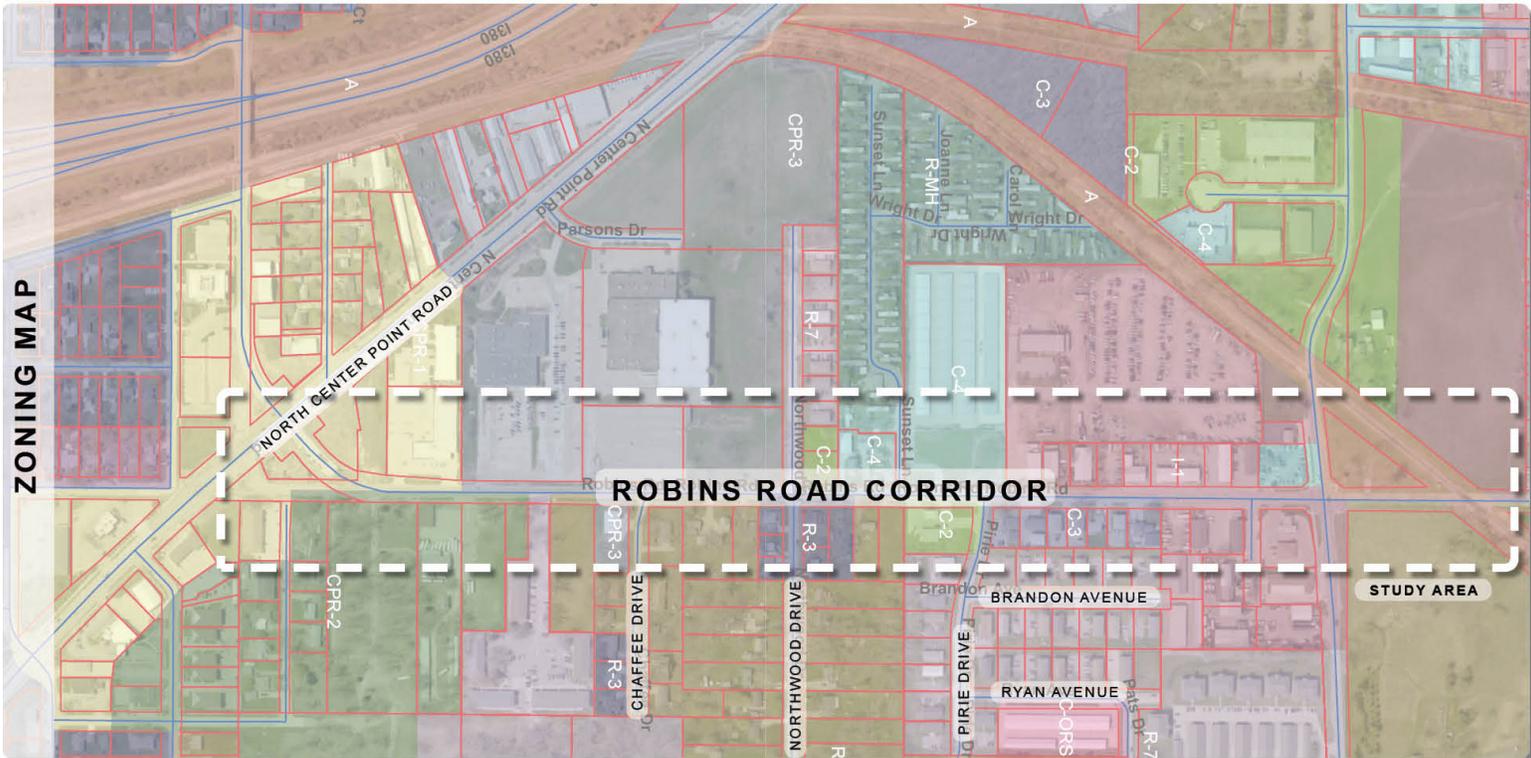
The map above is the City of Hiawatha, Future Land Use Map, as adopted in the Hiawatha 2036:Comprehensive Plan. Using this map helps with understanding the future of Hiawatha and how it influences the corridor of Robins Road.

- | | |
|--|--|
| <ul style="list-style-type: none"> 1000-ft threshold Trail Railroads Flooding Flood Fringe Areas Flood Fringe Areas Hiawatha City Limits Prime Land Use Deinstitutional | <ul style="list-style-type: none"> Commercial Industrial Low Density Residential Medium Density Residential High Density Residential General Land Farm Parks/Open Space |
|--|--|



The map above considers new future land use classifications within the corridor. New land use designations will consider the corridor over all and will be complimentary.

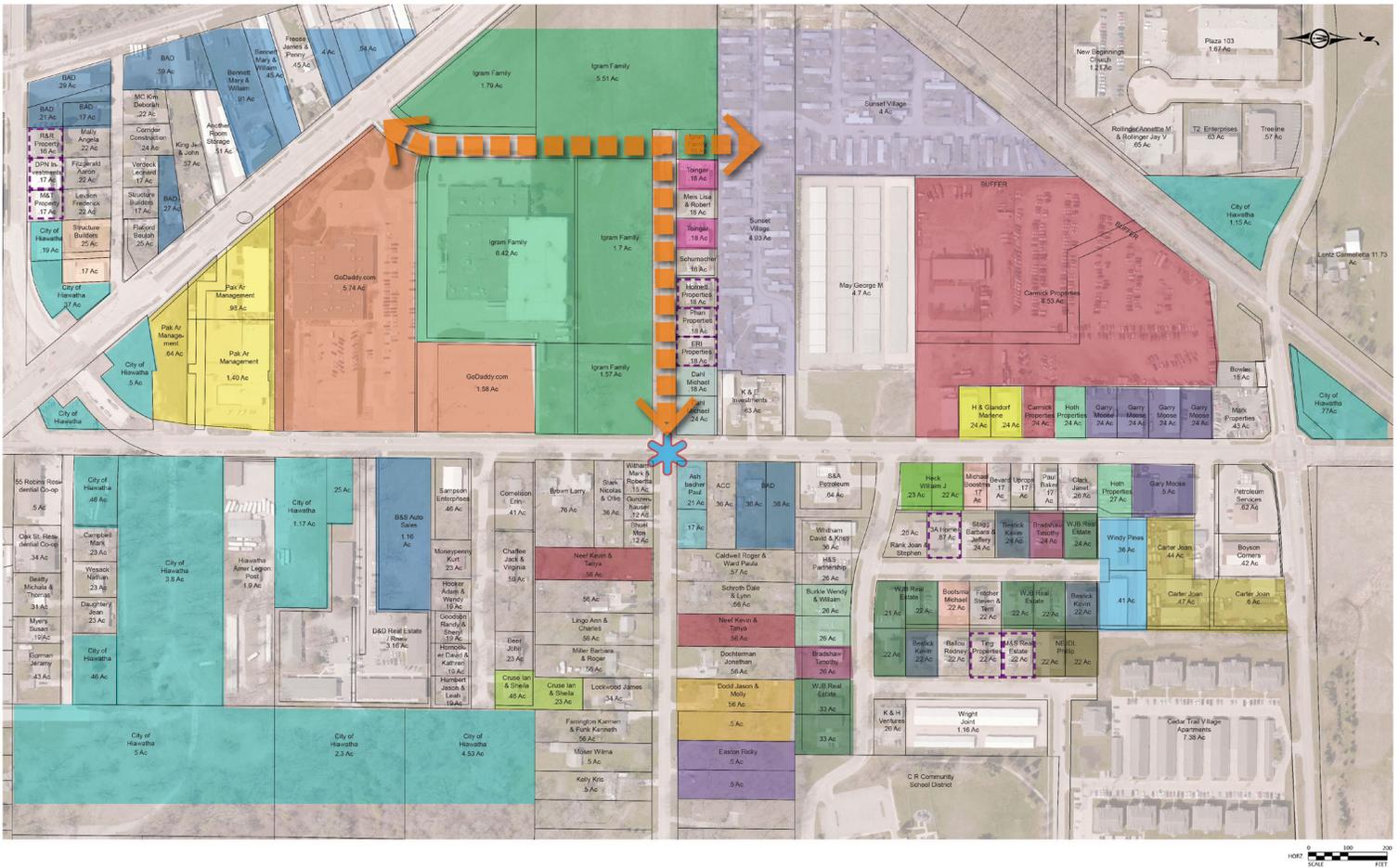
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| <ul style="list-style-type: none"> 1000-ft threshold Trail Railroads Flooding Flood Fringe Areas Flood Fringe Areas Hiawatha City Limits Prime Land Use Deinstitutional | <ul style="list-style-type: none"> Commercial Industrial Low Density Residential Medium Density Residential High Density Residential MU - Mixed Use Parks/Open Space |
|--|---|



The map above provides the current zoning of the corridor. The current zoning includes a variety of light industrial, residential and commercial districts and generally is reflective of the current uses. An effective strategy to create an identifiable place over time is to determine the type of uses that are desirable at that location and adopt and/or modify regulations to accomplish the uses.

	Hiawatha City Limits		C-3		P
	Hiawatha Parcels		C-4		R-1
	Hiawatha Roads		C-ORS		R-3
Hiawatha Zoning					
	A		CPR-1		R-5
	C-2		CPR-2		R-5/PUD
			CPR-3		R-7
			I-1		R-MH

COMMON OWNERSHIP MAP

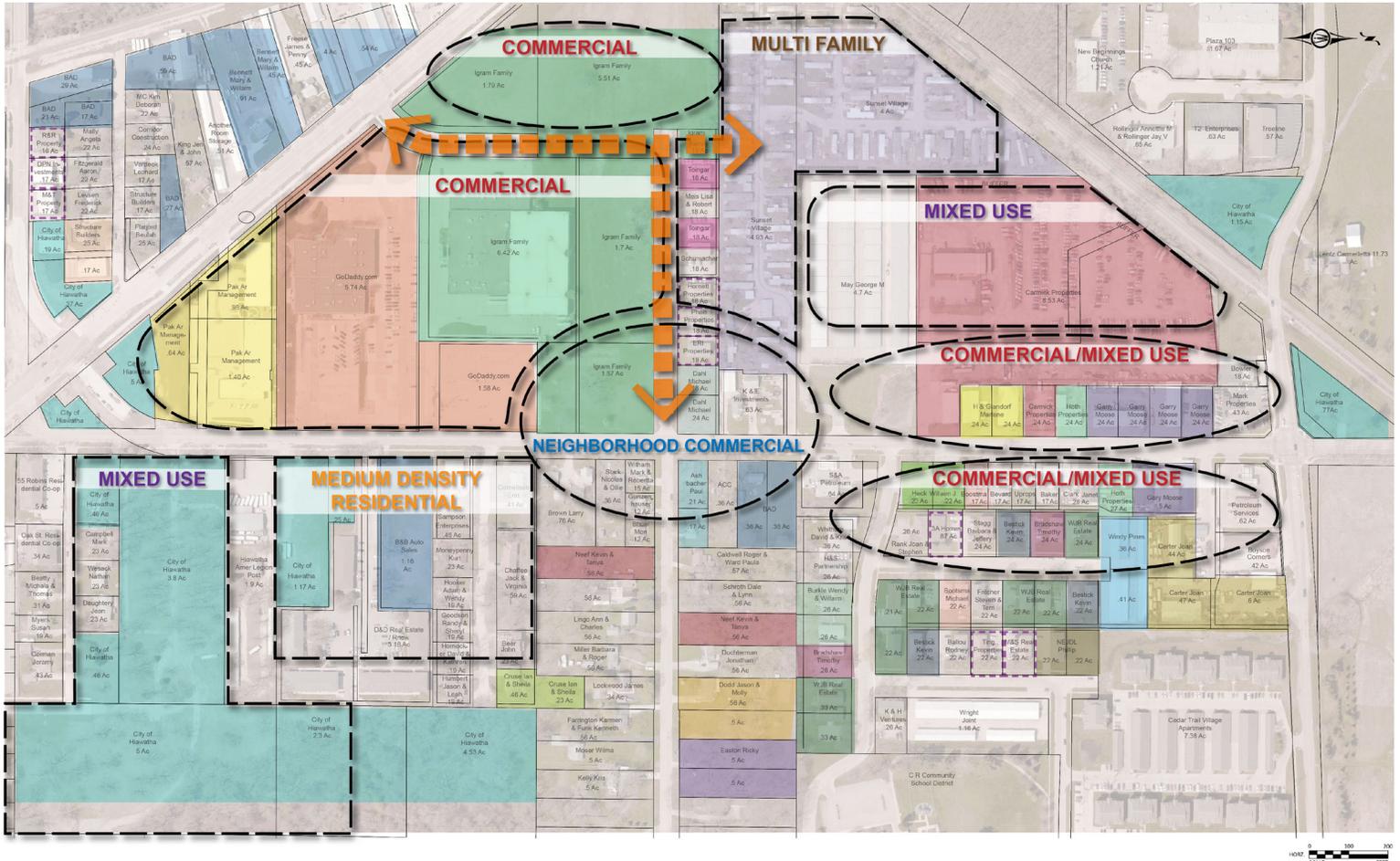


DATA COLLECTION AND ASSESSMENT:

Current as of the time of this report, the map displayed above indicates common ownership with matching colors. The land owners of the corridor were included in this process, many on the steering committee, and have contributed to the development of the vision for the corridor.

Refer to the Project Scope map for design zones of the corridor. Currently the south section is made up of light industrial uses and multi-family residential uses; the middle is made up of low density residential uses and the north section is made up of a mix of light industrial uses and low density residential uses.

POTENTIAL LAND USES OVERLAY



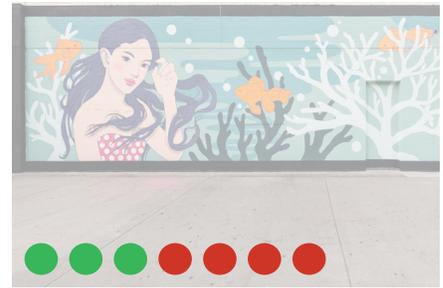
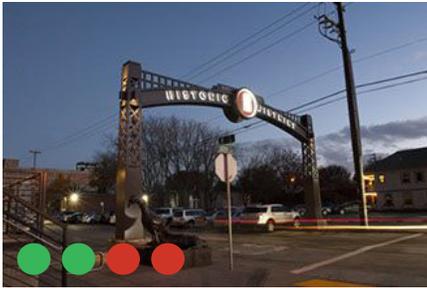
DATA COLLECTION AND ASSESSMENT:

The map above identifies common ownership and begins to identify potential land uses. The study above identifies the south section as mixed use and medium density residential, transitioning in the middle section to a neighborhood commercial center and continues to the north section with commercial-type uses and the opportunity for some mixed use upper story residential units.

The images on this page and the following were presented to the steering committee and the public as potential character types for the corridor. The results shown here are from public voting (steering committee voting closely aligned with public voting) and will guide the city as it makes improvements to public rights-of-way and establishes design guidelines for potential developers. Images that are faded back were perceived as undesirable by participants.

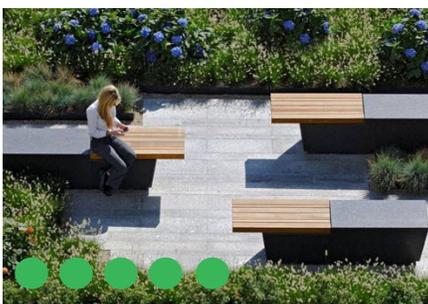
MONUMENT/ART PREFERENCES

There are a variety of ways to display street art and branding for Robins Road. Based on the options given, the community members preferred natural stone signs with simple text over less-traditional options.



PUBLIC SPACE PREFERENCES

This category was intended to identify how community members visualize public open space along Robins Road. Community members preferred a park setting with lawns and landscaping over a heavily paved plaza setting.



ARCHITECTURAL PREFERENCES

A collection of architectural styles were presented to community members. Contemporary mixed-use architecture with flat roofs were preferred over more traditional multi-family housing with pitched roofs. At the same time, community members seemed to dislike the bold architectural statements, although contemporary, in the image to the bottom left.



STREETSCAPE PREFERENCES

Streetscape preferences covered a variety of ways to enhance a public right-of-way. The possibilities range from bike lanes, lighting, outdoor seating, plants, and gathering spaces. The feedback received supports a well-landscaped pedestrian-friendly corridor with street trees and outdoor gathering and dining spaces, but did not favor on-street bike lanes.



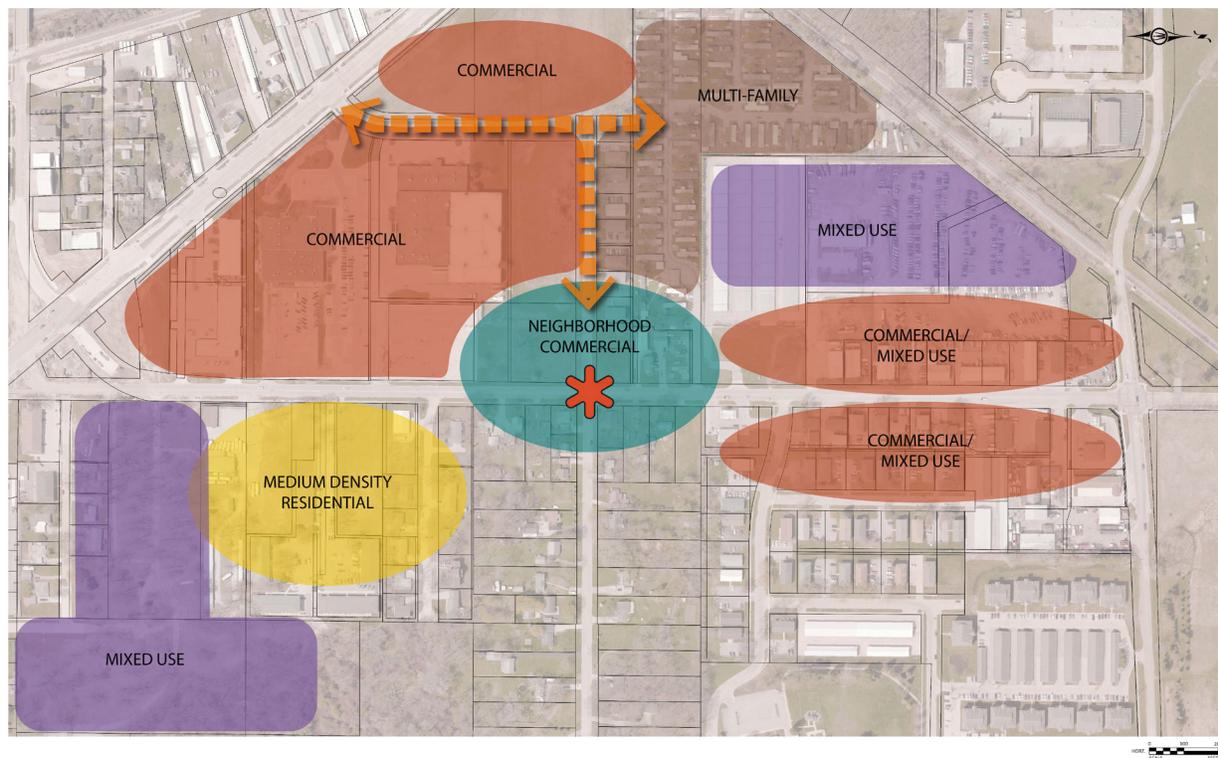
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MASTER PLAN

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MASTER PLAN



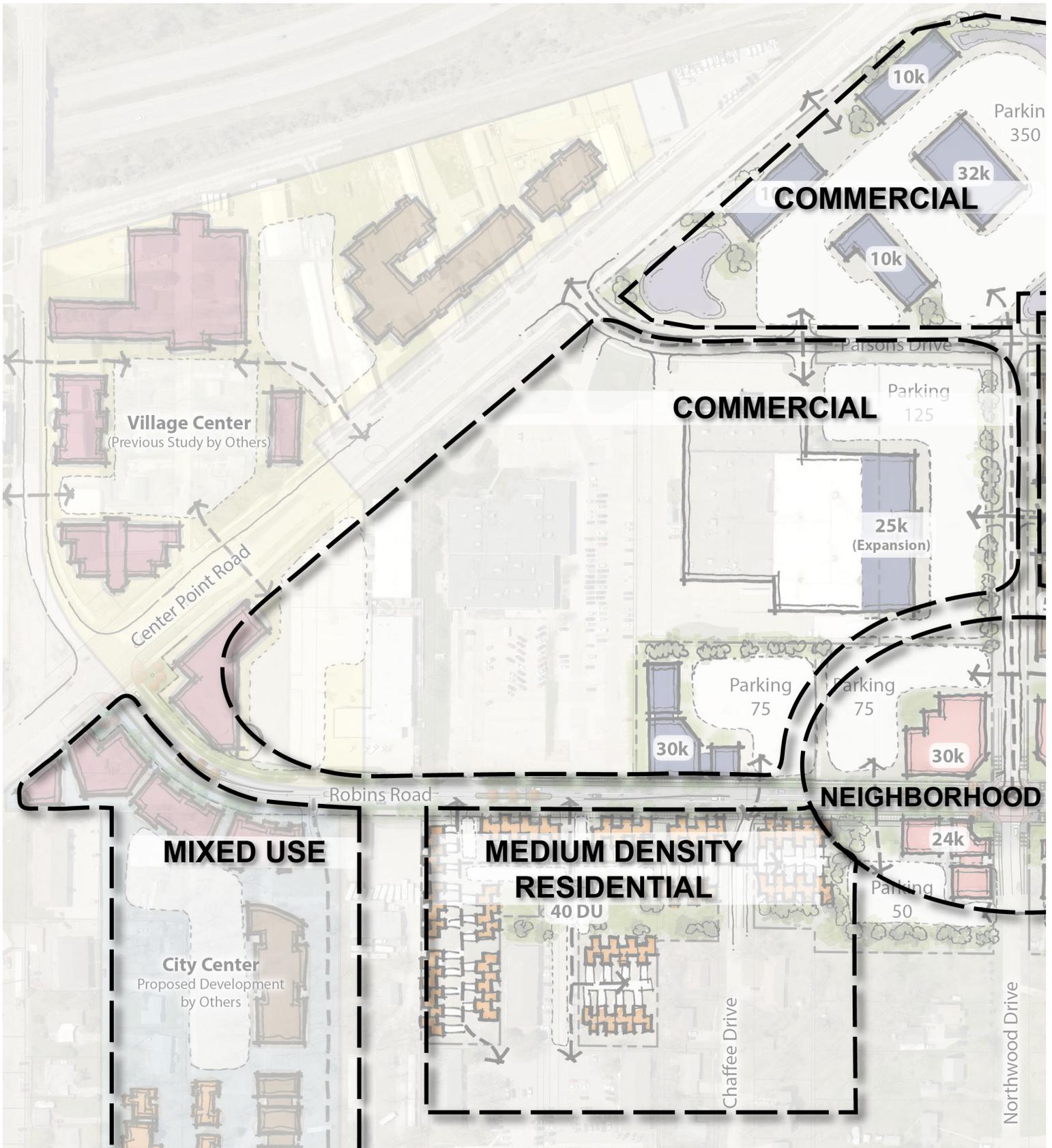
INTRODUCTION:

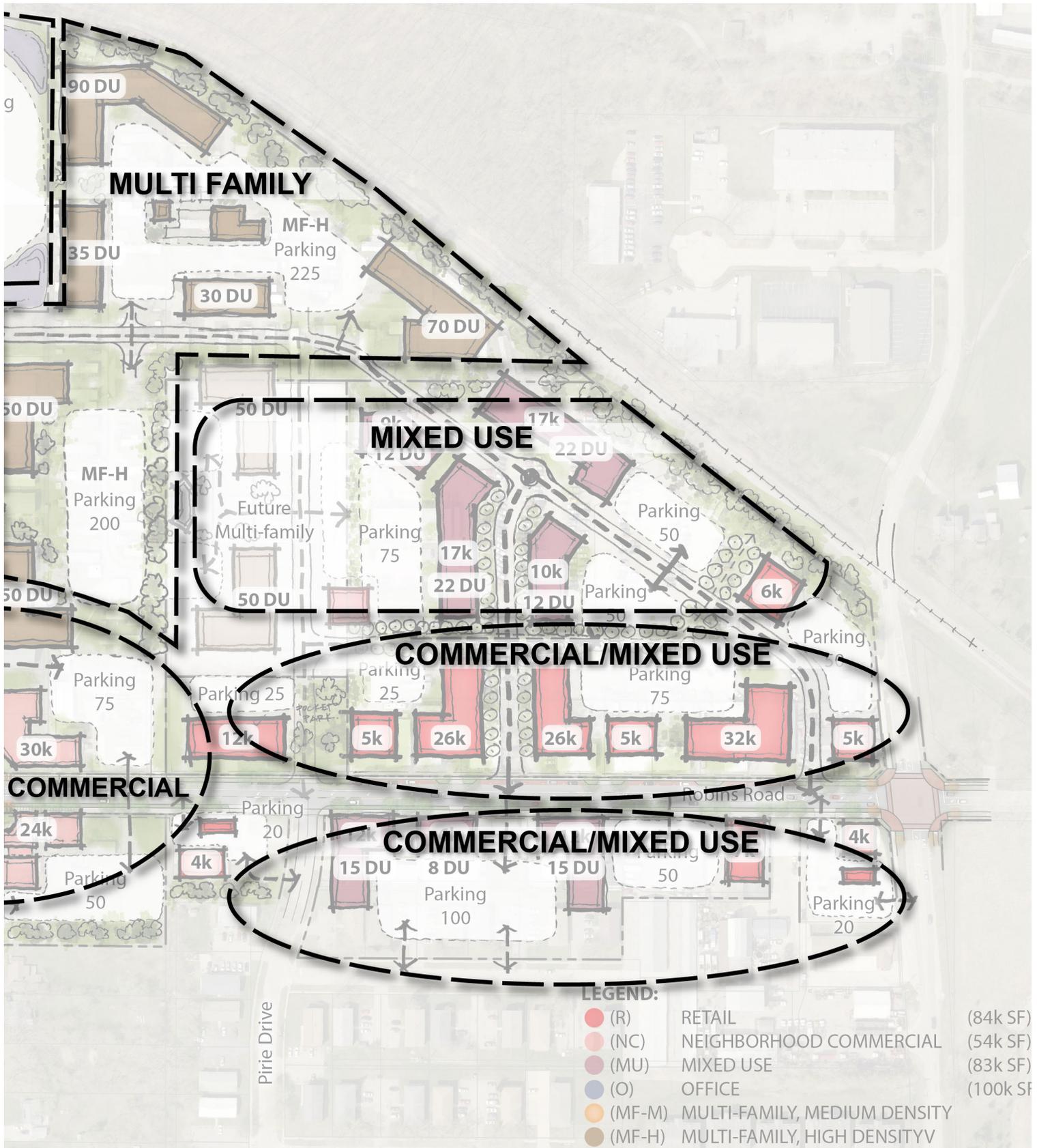
This section identifies strategies for creating an identity and redevelopment program for the corridor. The redevelopment concept and the streetscape improvements/enhancements are complementary to one another to support the vision developed during the process.

STREETSCAPE IMPROVEMENTS & ACCESSIBILITY:

Robins Road right-of-way improvements are considered for pedestrian accessibility and safety, vehicular traffic efficiency, parking functionality, and corridor identity. Connectivity for the various modes of transportation is vital in transitioning from one land use to another. Enhancing the south, middle, and north sections of the corridor will establish an identity for each section. This chapter will provide a sequence of streetscape layouts in each section along Robins Road and how it relates to the proposed land uses.

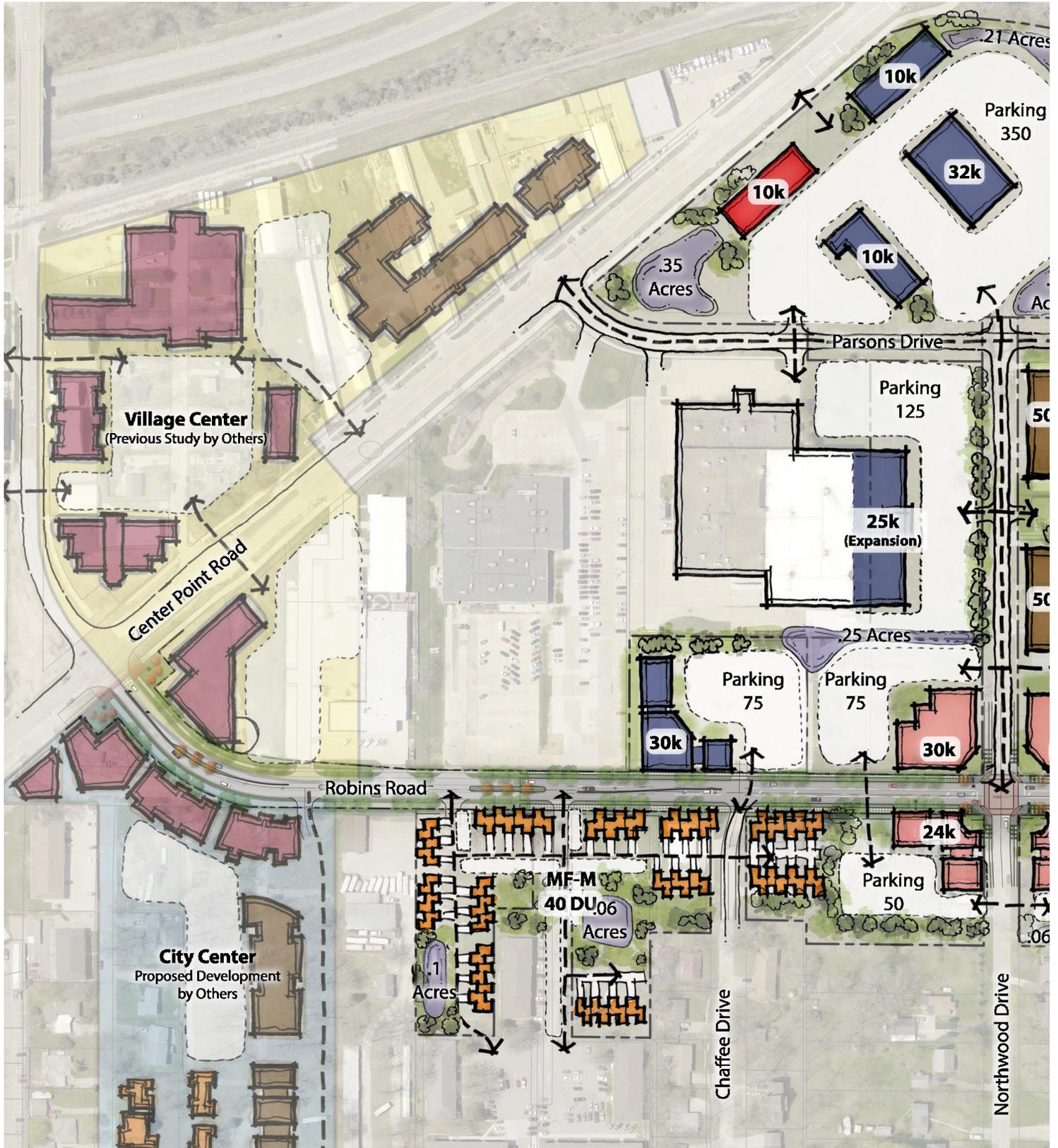
REDEVELOPMENT CONCEPT WITH LAND USE





REDEVELOPMENT CONCEPT

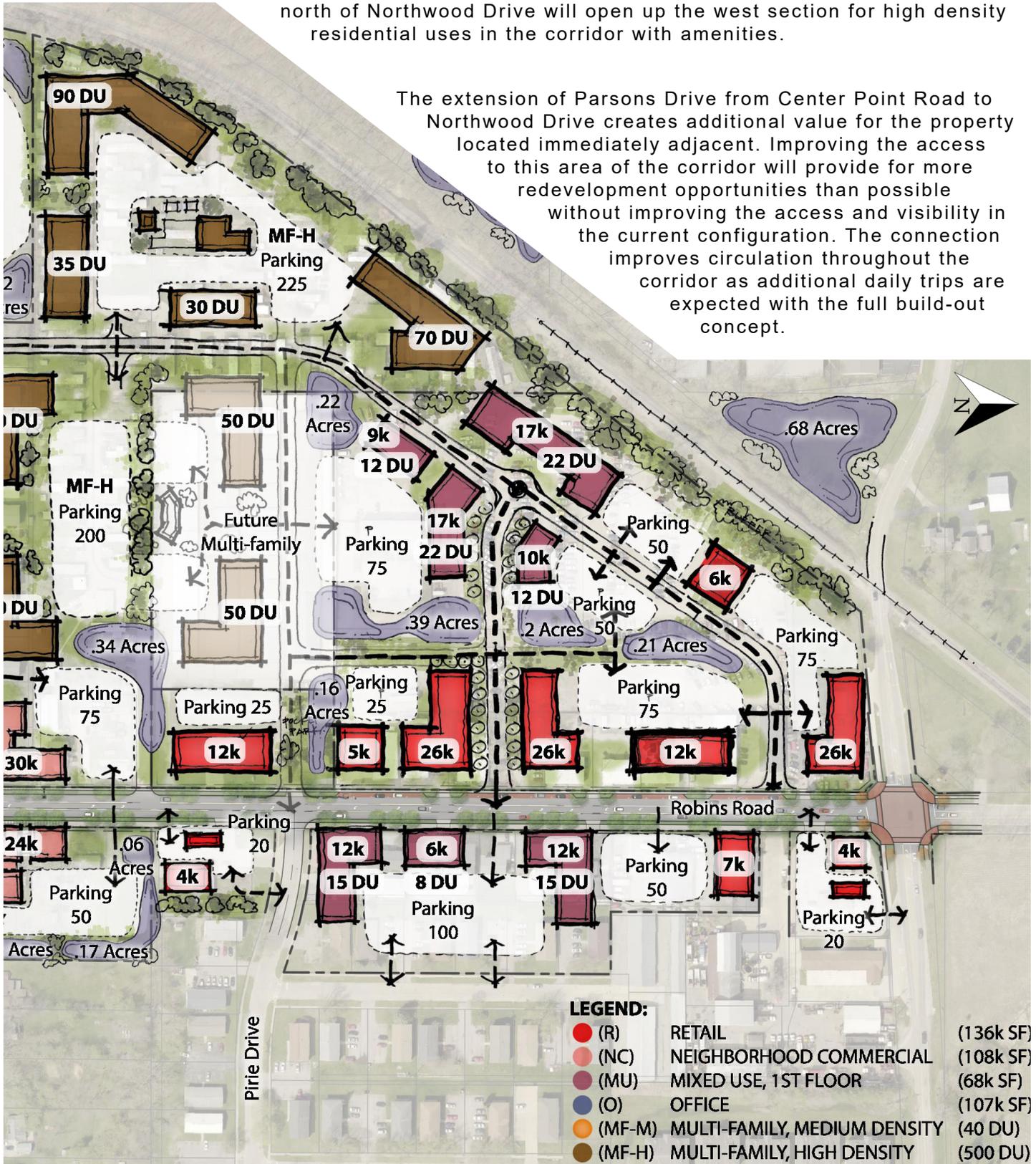
The redevelopment concept includes expansion of office uses on the southwesterly end adjacent to the existing office and light industrial uses near Center Point Road. The east side of the corridor includes medium density attached townhomes to buffer the frontage of the existing multi-family development and provide a transition into the residential neighborhoods located further to the east.



The intersection of Northwood Drive and Robins Road will function as the signature node within the corridor and offers the opportunity to place architecturally interesting buildings that will create a 'signature place'. The node will function as the neighborhood center and can provide for a variety of commercial service uses for the immediate neighborhood and larger community.

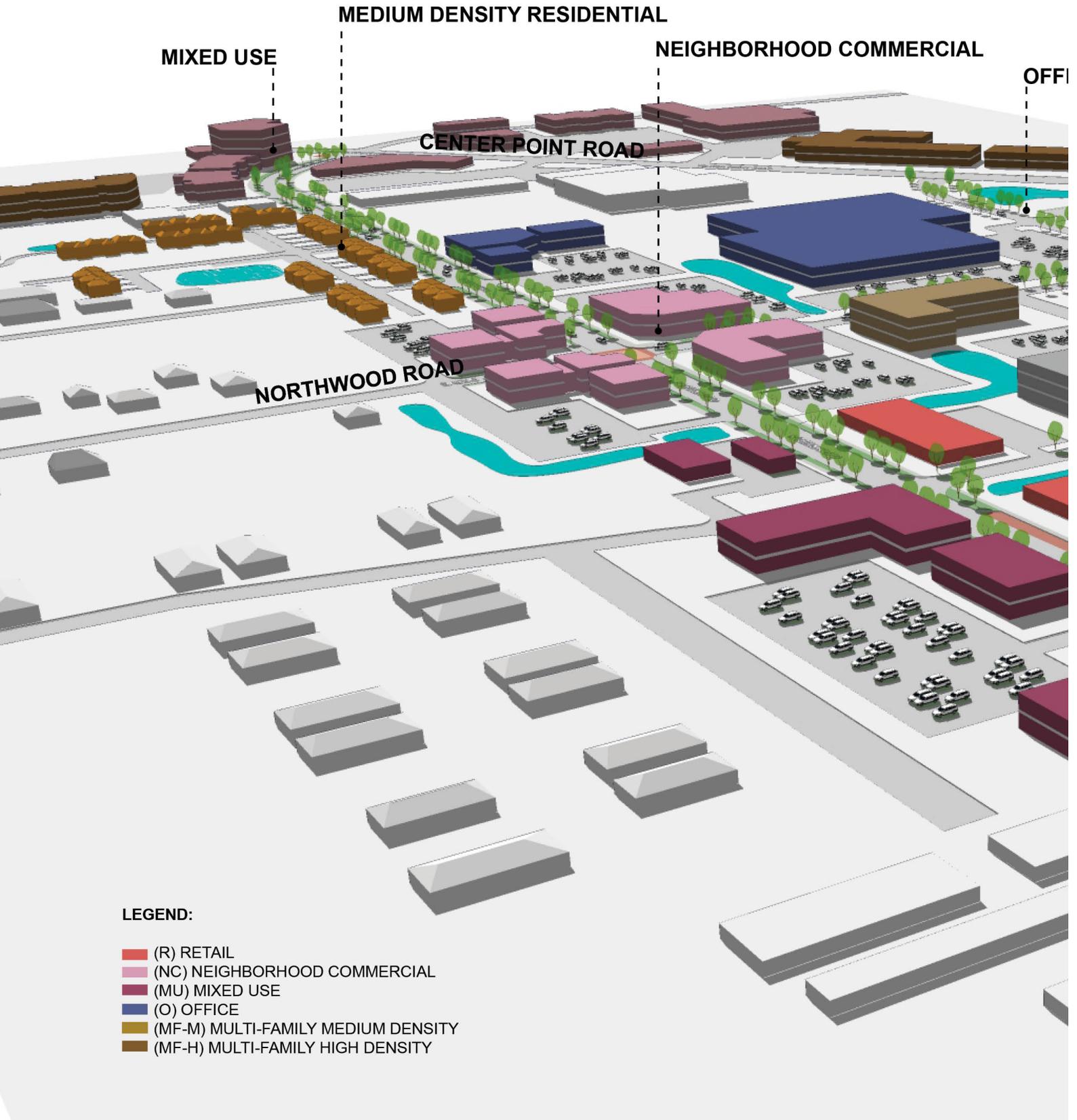
The north side of the corridor will be made up of a variety of commercial, retail, service, and mixed use structures. The extension of Parsons Road north of Northwood Drive will open up the west section for high density residential uses in the corridor with amenities.

The extension of Parsons Drive from Center Point Road to Northwood Drive creates additional value for the property located immediately adjacent. Improving the access to this area of the corridor will provide for more redevelopment opportunities than possible without improving the access and visibility in the current configuration. The connection improves circulation throughout the corridor as additional daily trips are expected with the full build-out concept.



REDEVELOPMENT MASSING STUDY

The massing study is intended to display the scale of the corridor when fully constructed. It provides a sense of scale and how structures relate to each other, the street and other open spaces.

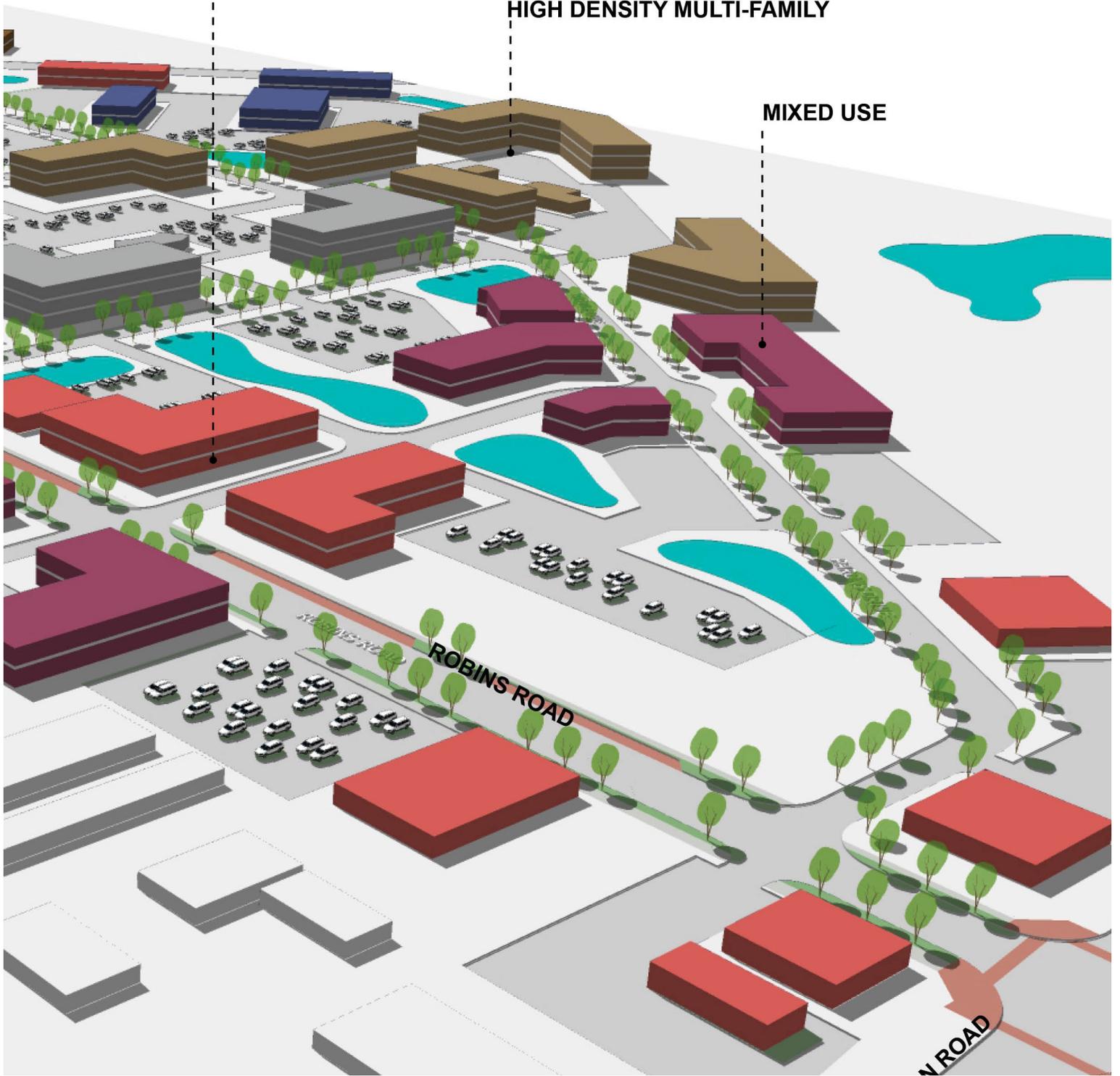


COMMERCIAL/MIXED USE

ICE

HIGH DENSITY MULTI-FAMILY

MIXED USE



MASSING STUDY: NEIGHBORHOOD COMMERCIAL

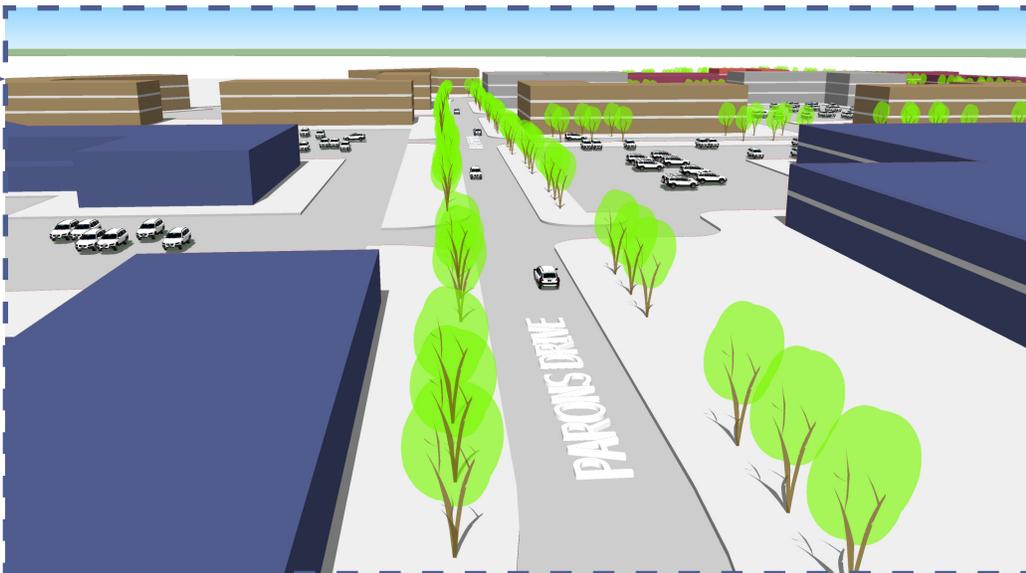
This view is looking south on Robins Road toward the neighborhood commercial area at Northwood Drive. This area is envisioned as the center of the corridor with neighborhood-focused retail businesses and enhanced public pedestrian spaces. The image gives a sense of scale for height of buildings, width of road, and pedestrian space.

MASSING STUDY: OFFICE & HIGH DENSITY MULTI-FAMILY

This view is looking north from Northwood Drive along the proposed extension of Parsons Drive. Moving north, the two-story proposed office land uses transition to three-story high-density multi-family housing. The Parsons Drive extension is proposed to continue north and then east until it intersects with Robins Road.

MASSING STUDY: MULTI-FAMILY MEDIUM DENSITY

Looking north, this view shows the proposed attached townhouses south of Northwood Drive and on the east side of Robins Road. Enhancements to the right-of-way in this section of Robins Road include landscaped medians, widened trails, and other improved pedestrian facilities.



SOUTH ZONE DISTRICT



EXISTING CONDITIONS:

The existing conditions of this zone are in transition; realigning drivers from Robins Road to Center Point Road.



TURN LANE ALTERNATIVE:

This is an extension of the current street section at the far south end of Robins Road.



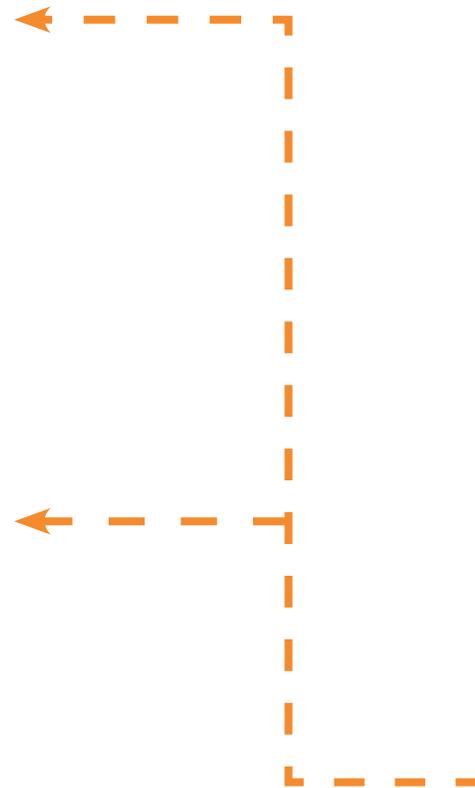
MEDIAN ALTERNATIVE:

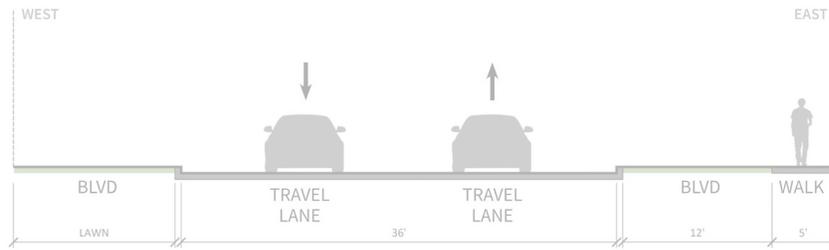
The additional of planted medians will provide a boulevard feel, slowing vehicular traffic and encouraging multi-modal transportation. In areas with left turn lanes, the planted medians would be reduced to a 3' median with decorative paving.



ON-STREET BIKE FACILITY ALTERNATIVE:

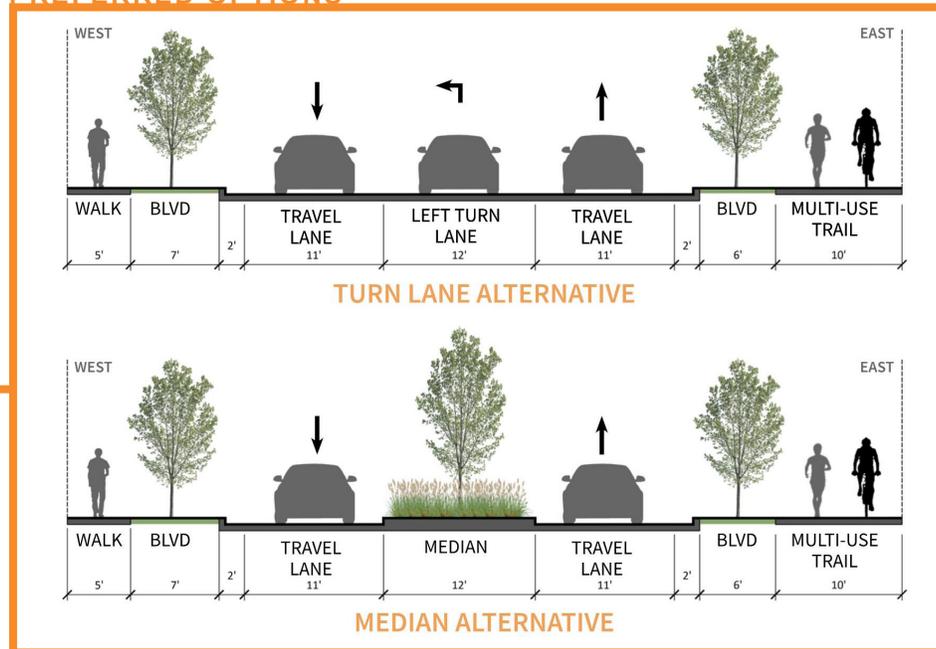
The addition of on-street bike facilities were considered during the process. This option was not preferred by the steering committee or the public and ultimately was eliminated from consideration.





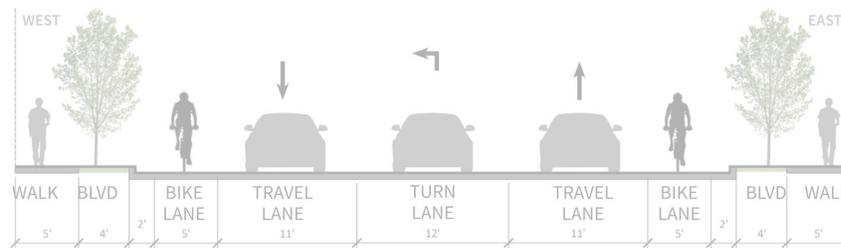
EXISTING CONDITIONS

PREFERRED OPTIONS



TURN LANE ALTERNATIVE

MEDIAN ALTERNATIVE



ON-STREET BIKE FACILITY ALTERNATIVE

MIDDLE ZONE DISTRICT



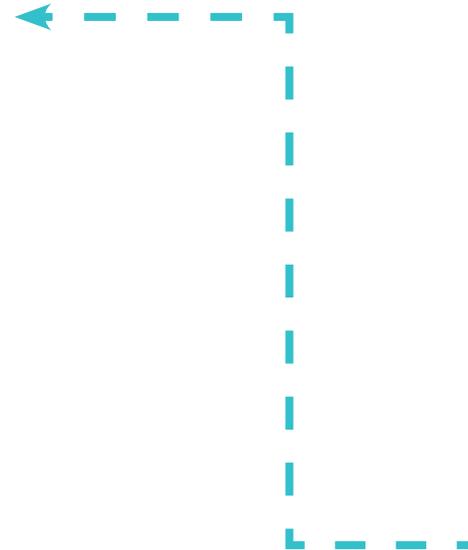
EXISTING CONDITIONS

Existing conditions for this area include two very wide travel lanes with a striped left turn lane at the intersection of Northwood Drive. Sidewalks are five feet wide or narrower on the east side of the right-of-way and non-existent on the west side.



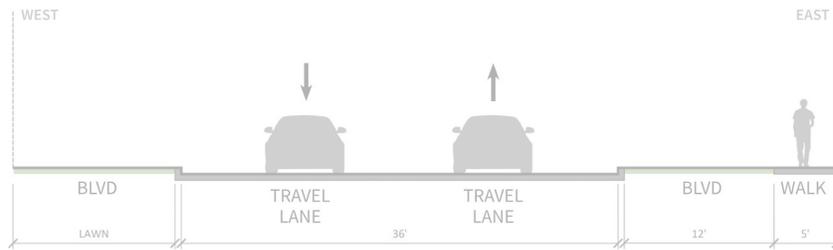
INTERSECTION ENHANCEMENTS

The street section in this area will be a continuation of the south section without landscaped medians. The intersection at Northwood Drive is proposed to have enhanced crosswalks, wide trails/walks, public art, and other pedestrian amenities.



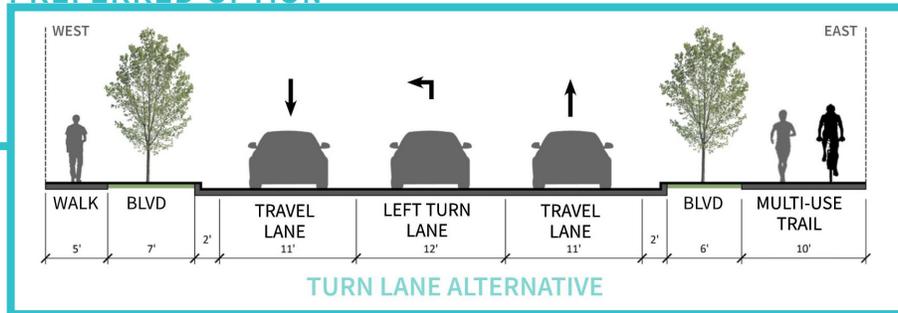
ON-STREET BIKE FACILITY ALTERNATIVE

The addition of on-street bike facilities were considered during the process. This option was not preferred by the steering committee or the public and ultimately was eliminated from consideration.

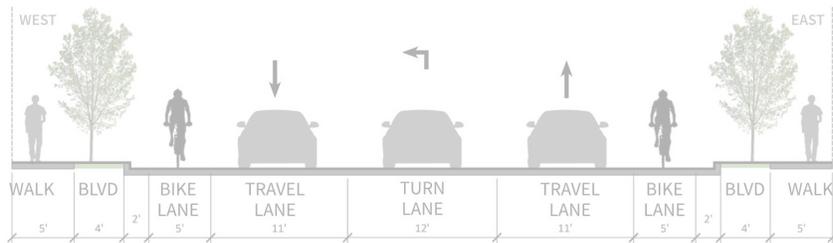


EXISTING CONDITIONS

PREFERRED OPTION



TURN LANE ALTERNATIVE



ON-STREET BIKE FACILITY ALTERNATIVE

NORTH ZONE DISTRICT



EXISTING CONDITIONS

Existing conditions for this area include two very wide travel lanes with a striped left turn lane at Boyson Road. Sidewalks are five feet wide or narrower on the east side right-of-way and non-existent on the west side of the right-of-way at least in part because private off-street head-in parking is immediately adjacent to the street travel lane.



INTERSECTION ENHANCEMENTS

The intersection at Boyson Road will have enhanced crosswalks and wide trails/walks creating a pedestrian friendly zone.



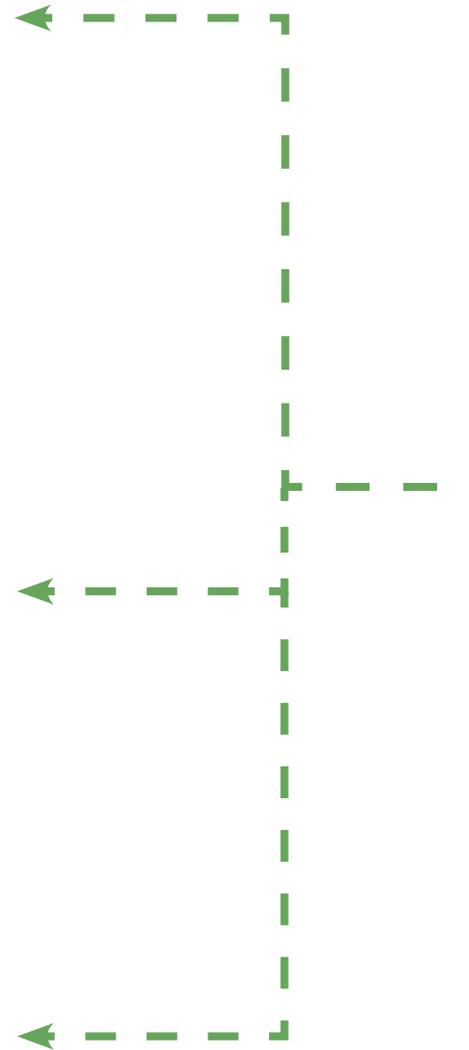
ON-STREET PARKING ON ONE SIDE ALTERNATIVE

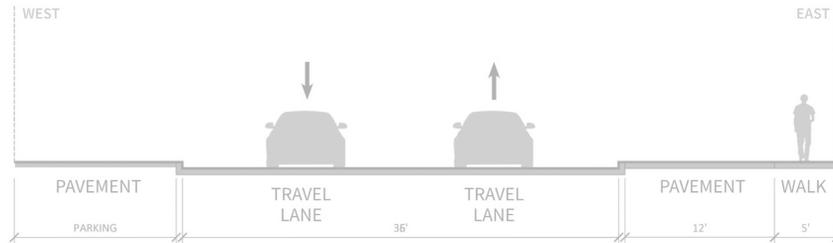
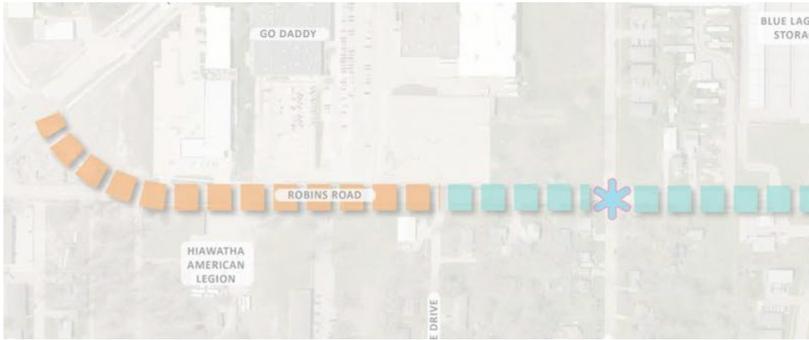
In this zone, parallel parking is proposed with landscaped bumpouts and enhanced pedestrian facilities. The pedestrian and vehicular facilities are intended to support the mix of uses proposed in the land use plan.



SIDEWALKS/TRAILS

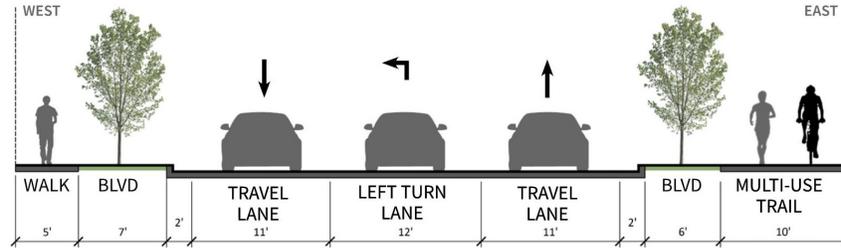
In this area, the west side of the road will have 5' walks and the east side of the road will have 10' multi-use trails.



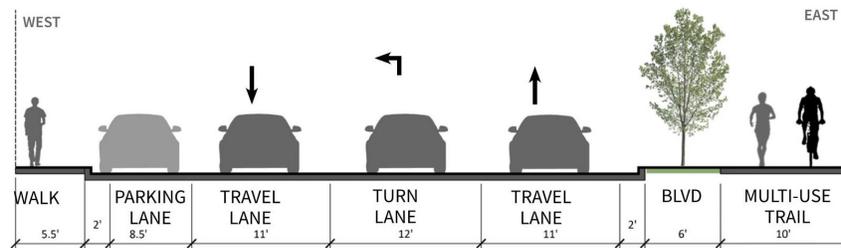


EXISTING CONDITIONS

PREFERRED OPTIONS

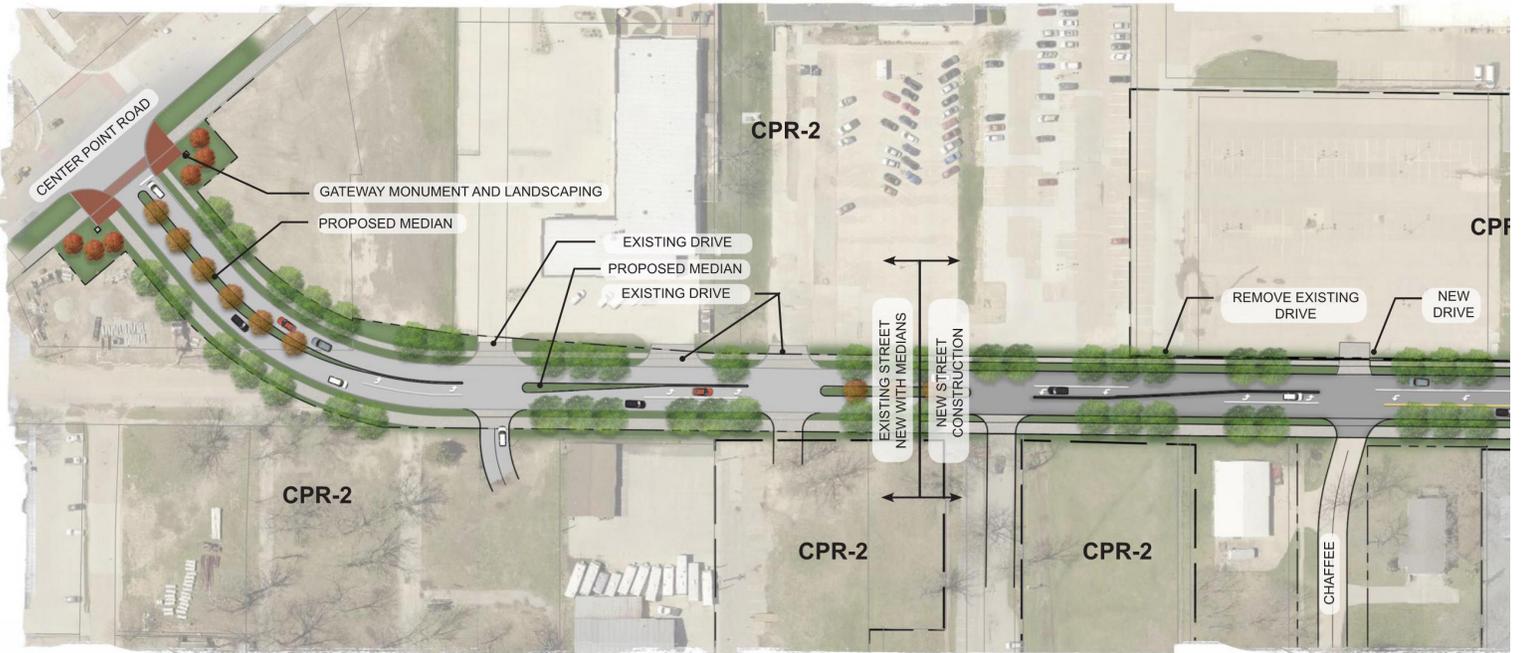


TURN LANE ALTERNATIVE



ON-STREET PARKING ON ONE SIDE ALTERNATIVE

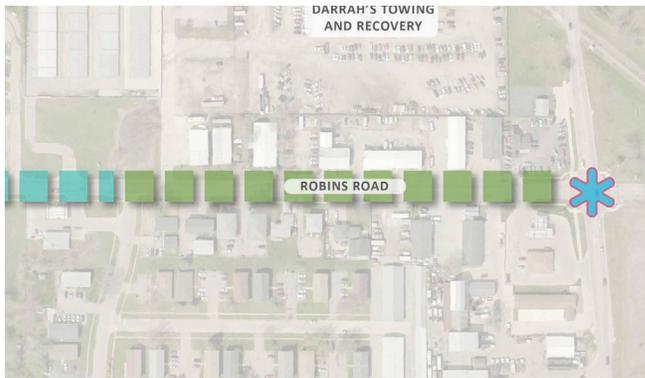
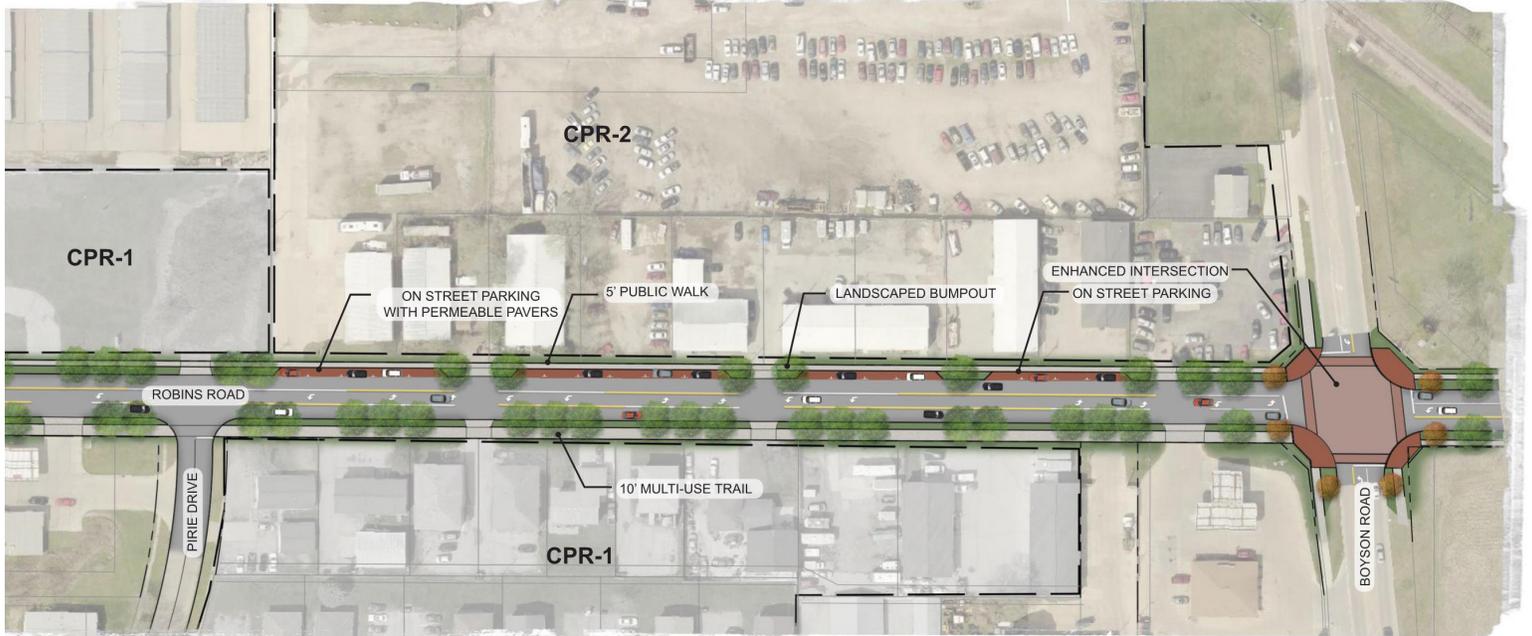
ROBINS ROAD CORRIDOR REDESIGN - SOUTH



A boulevard at the south end with plantings and wide walks on each side will draw users into and through the corridor. Turn lanes are proposed in strategic locations to support access to future redevelopment and existing businesses.

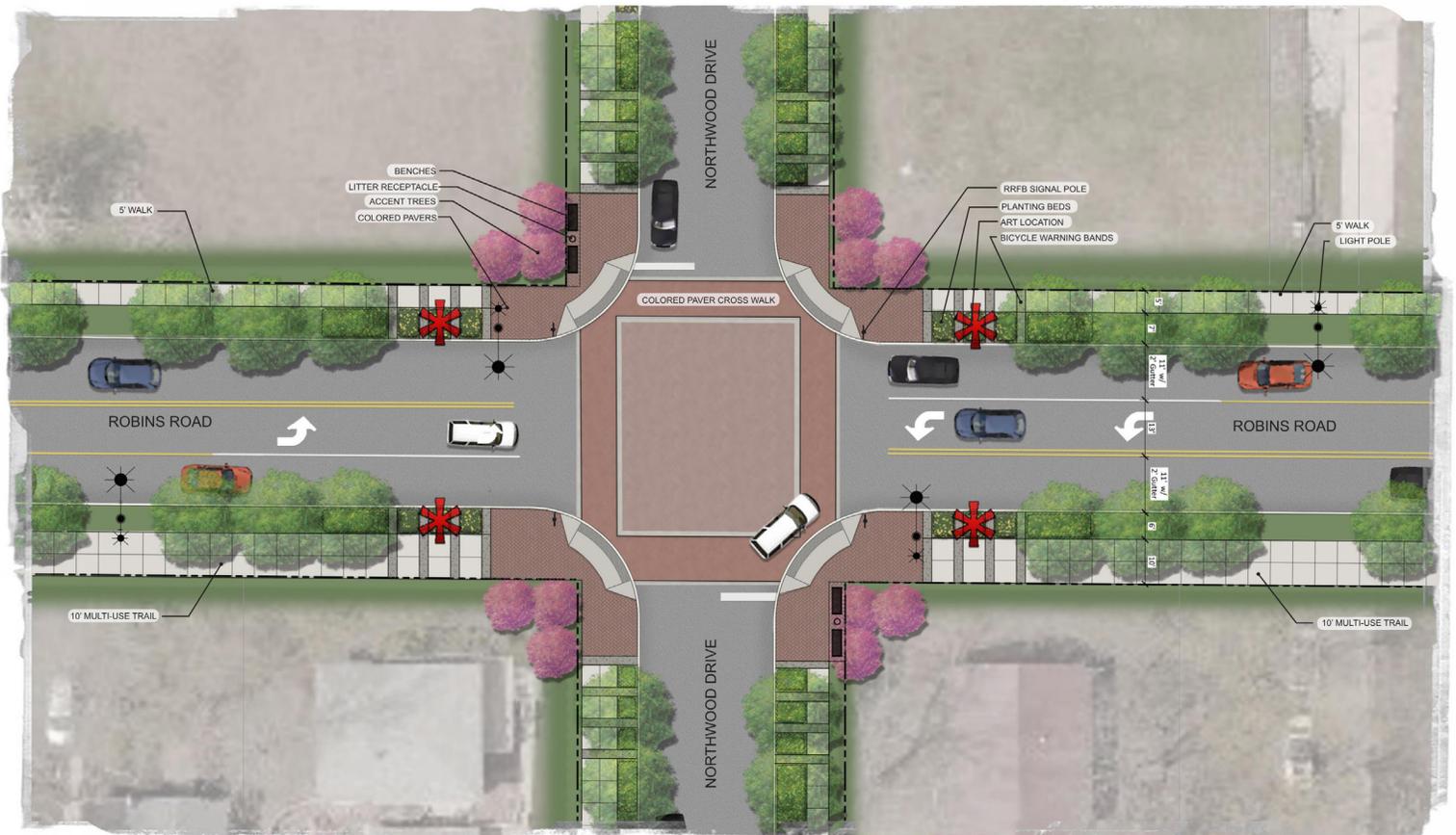


ROBINS ROAD CORRIDOR REDESIGN - NORTH



An enhanced crosswalk at the entry/exit of Robins Road will encourage the entry of a pedestrian friendly zone. There will be turn lanes that keep traffic moving smoothly and give easy access to businesses. On-street parallel parking is proposed on the west side of the street with permeable pavers.

INTERSECTION ENLARGEMENT



The enlargement above displays the enhanced intersection at Northwood Drive. This is the primary node of the Robins Road Corridor connecting all users of the district. The widened trails are complimented with plantings and street trees producing a boulevard environment. Each side will have the space for future art located on the corner with benches, and paving patterns. Enhancing the corners creates safe pedestrian circulation. Bringing the colored walks into the crosswalk alerts drivers this is a heavy pedestrian zone slowing traffic down.

MONUMENTS & WAYFINDING



CORRIDOR CHARACTER:

There are several opportunities to create character in the corridor through public art, wayfinding signage, monuments, gateway elements, and by establishing a cohesive message. The combination of these elements provides a memorable experience while visiting the corridor.

IDENTITY:

Establishing a unique identity or theme for the corridor is another method of building character for the district. One example of this would be to build upon the theme that is already established along Center Point Road. Adding signage and/or monuments to give a clear sense of arrival.

This provides an opportunity to not only further embrace its established identity, but also for community members to become involved in establishing a new identity for the corridor. Establishing a sense of ownership not only enables community members to develop a deeper connection to the district, but also inspires them to help sustain redevelopment efforts.

WAYFINDING:

Developing cohesive wayfinding elements helps establish community character and raises awareness of the trails near the corridor. Wayfinding elements should be incorporated at key points along Robins Road.

PUBLIC ART:

Incorporating public art at the primary node will identify it's as the main node. Art will add an additional level of interest, something unique to that specific location and opportunities for engagement. The possibilities associated with art integration are endless. There are opportunities to have local artists become involved to do larger scale art walks, history lessons and more.



MATERIALS AND STYLE:

The identity of Robins Road starts by choosing an architectural style and applying it in a cohesive manner throughout the corridor.

Landscape design includes: enhanced medians, pedestrian crosswalks, bumpouts, storm water drainage designs, and street trees. These elements identify the road to be a main street.

Outdoor furniture offers a place for pedestrians and encourages people to spend more time in a comfortable environment.

A contrasting hardscape color is a way to identify a corridor and slows traffic down acting as a pedestrian crossing warning.

LANDSCAPE DESIGN



OUTDOOR FURNITURE



DECORATIVE HARDSCAPE DESIGN



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IMPLEMENTATION

05

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IMPLEMENTATION

The identified preferred uses for the corridor inform the future land use and massing framework. Completion of the enhancements to the public right-of-way will not independently cause the redevelopment of the corridor. Additional actions should be considered for the successful implementation of the Plan. The City will work to encourage property owners and interested developers into realizing the vision identified in this plan.

STRATEGY - PRIVATE REDEVELOPMENT

- Adopt this Plan by reference as part of the Hiawatha Comprehensive Plan 2036.
- Amend the Future Land Use Plan of the Hiawatha Comprehensive Plan 2036 as presented on the Future Land Use Exhibit. Establish and define a new 'mixed use' future land use category.
- Encourage property owners to initiate zoning map amendment requests consistent with the Future Land Use identified in this plan.
- Utilize existing Zoning District designations of record in Chapter 165.17 of the Hiawatha Municipal Code. Evaluate each district to determine if amendments are necessary.
- Create a Robins Road Corridor Overlay District to address design and form related minimum standards. The basis of the Overlay District will be the Hiawatha Design Guidelines. Standards should focus on landscaping, signage, building materials and parking location. Using the design guidelines as a reference will provide continuity of the design concepts while still allowing specific requirements that are unique to the corridor. An overlay district is administered in the same method as a traditional zoning district.
- Collaborate with an economic development and/or redevelopment entity to acquire and/or assist with acquisition of property. Completing 'opportunity' purchases can help to limit the duration of existing Legal Non-Conforming Uses. Acquisition by a non-profit organization and/or a public entity may lead to eligibility of grant funding/program sources.
- Market and publicize the corridor vision to encourage private development interest.
- Identify private catalytic redevelopment property sites.
 - a. Intersection of Northwood Drive and Robins Road;
 - b. Salvage operation/tow-in site;
 - c. Assemble the north corridor parcels into a redevelopable site.

STRATEGY - PUBLIC RIGHT-OF-WAY

- Develop a phasing plan for street reconstruction and utility replacement. Completing the Northwood Drive connection and reconstructing the existing street will allow for the street to be utilized as a detour during the reconstruction of Robins Road. Reconstruct the street in two phases based on the Robins Road/Northwood Drive intersection.
- Relocate overhead utilities underground in accordance with the adopted City policy.
- Coordinate the reconstruction to the extent possible with private development projects.

FUNDING STRATEGIES:

FUNDING:

Urban-State Traffic Engineering Program (U-STEP)

U-STEP is a program intended to solve traffic operation and safety problems on primary roads in Iowa cities.

Traffic Safety Improvement Program (TSIP)

TSIP is a funding program for traffic safety improvements or studies on any public roads under county, city, or state jurisdiction.

Revitalize Iowa's Sound Economy (RISE)

RISE is a state program established to promote economic development in Iowa through construction or improvement of roads and streets.

Iowa Clean Air Attainment Program (ICAAP)

ICAAP is a program that funds highway/street, transit, bicycle/pedestrian, or freight projects which help maintain clean air by reducing transportation-related emissions.

The State Revolving Fund (SRF)

SRF is a program to finance the design and construction of Iowa water and wastewater infrastructure.

Recreational Trails Program – State

The Recreational Trails Program assists in the funding for public recreational trails. Projects must be approved by the DOT and be considered part of a broader trail plan.

Iowa's Transportation Alternatives Program (TAP)

TAP funds projects defined as transportation alternatives. Recreational trails, traffic calming techniques, bicycle and pedestrian accommodations, and vegetation management/establishment are among a board list of improvements that qualify for funding.

CDBG Downtown Revitalization Fund

The Downtown Revitalization Fund provides grants to communities for a variety of projects and activities contributing to comprehensive revitalization. Communities can use this fund to rehabilitate blighted downtown buildings.

CDBG Water & Sewer Fund

The Water & Sewer Fund is available to assist cities and counties with water and sewer infrastructure improvements including sanitary sewer system improvements, water system improvements, and storm sewer projects.

CDBG Community Facilities & Services Fund

This annual competitive program offers grants to assist communities for a variety of projects including storm water and drainage projects.

Environmental Protection Agency (EPA) Brownfields Program

EPA Brownfields Programs provide direct funding for brownfields assessment, cleanup, revolving loans, environmental job training, technical assistance, training and research.

Waste Management Charitable Giving

Waste Management's charitable giving fund is intended for projects or programs that promote civic pride, economic development and revitalization. Waste Management is most motivated to support projects or programs related to the environment, environmental education, and causes important to the areas where they operate.

Alliant Energy Community Grants

The Alliant Energy Foundation's Community Grants are directed to programs and projects that benefit customers in Alliance Energy Communities. Focus areas for this funding include Environmental, Helping Families, and Education.

Linn County Fund

The Linn County Fund supports programs and projects that enhance the quality of life and community development in Linn County. Priority is given to non-metro communities in Linn County.

PRELIMINARY OPINION OF COST

STREET IMPROVEMENTS

PRIMARY PROJECT COMPONENTS

<p>1) PARSONS EXTENSION:</p>	<ul style="list-style-type: none"> • Water Main • Duct Bank • Northwood Reconstruction (\$1.1M)
<p>2) ROBINS ROAD - SOUTH OF NORTHWOOD DRIVE:</p>	<ul style="list-style-type: none"> • Enhanced pedestrian crosswalks, with outdoor furniture and selected art • Planted median & multi-use trail
<p>3) ROBINS ROAD - NORTH OF NORTHWOOD DRIVE:</p>	<ul style="list-style-type: none"> • Parallel Parking & multi-use trail

POTENTIAL FUNDING OPPORTUNITIES**OVERALL BUDGET RANGE**

- See pages 58 and 59

\$3.0 M

- See pages 58 and 59

\$2.7 M

- See pages 58 and 59

\$2.4 M

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RESOURCES & APPENDIX

06

RESOURCES & APPENDIX

RESOURCES & APPENDIX

This section includes steering committee attendance records, meeting notes and the results of the preference survey.

The following documentation displays feedback received from public open house and steering committee meetings. Each attendee received red or green stickers to identify what they prefer, dislike, or like. This helps with the visioning process to determine the community priorities.

PUBLIC OPEN HOUSE MEETING #1 - PREFERENCE BOARD RESPONSES

ARCHITECTURAL PREFERENCES

INDICATE YOUR PREFERENCES BELOW

● INDICATES PREFERENCE ● INDICATES NOT A PREFERENCE

<p>STICKERS HERE</p> <p>Yes: 1 No: 2</p>	<p>STICKERS HERE</p> <p>Yes: 3 No: 0</p>	<p>STICKERS HERE</p> <p>Yes: 1 No: 1</p>	<p>STICKERS HERE</p> <p>Yes: 1 No: 2</p>
<p>STICKERS HERE</p> <p>Yes: 2 No: 0</p>	<p>STICKERS HERE</p> <p>Yes: 8 No: 0</p>	<p>STICKERS HERE</p> <p>Yes: 2 No: 1</p>	<p>STICKERS HERE</p> <p>Yes: 0 No: 7</p>

ROBINS ROAD CORRIDOR REDESIGN
HIAWATHA, IA

BOLTON & MENK Hiawatha! JANUARY 2019

STREETSCAPE PREFERENCES

INDICATE YOUR PREFERENCES BELOW

● INDICATES PREFERENCE ● INDICATES NOT A PREFERENCE

<p>STICKERS HERE</p> <p>Yes: 4 No: 1</p>	<p>STICKERS HERE</p> <p>Yes: 2 No: 0</p>	<p>STICKERS HERE</p> <p>Yes: 0 No: 3</p>	<p>STICKERS HERE</p> <p>Yes: 2 No: 7</p>
<p>STICKERS HERE</p> <p>Yes: 3 No: 0</p>	<p>STICKERS HERE</p> <p>Yes: 4 No: 0</p>	<p>STICKERS HERE</p> <p>Yes: 3 No: 1</p>	<p>STICKERS HERE</p> <p>Yes: 0 No: 3</p>

ROBINS ROAD CORRIDOR REDESIGN
HIAWATHA, IA

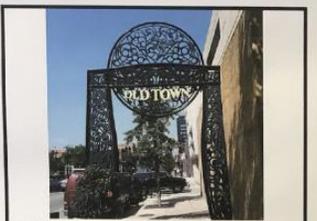
BOLTON & MENK Hiawatha! JANUARY 2019

PUBLIC OPEN HOUSE MEETING #1 - PREFERENCE BOARD RESPONSES

MONUMENT/ART PREFERENCES

INDICATE YOUR PREFERENCES BELOW

● INDICATES PREFERENCE ● INDICATES NOT A PREFERENCE

 <p>STICKERS HERE</p> <p>Yes: 0 No: 6</p>	 <p>STICKERS HERE</p> <p>Yes: 0 No: 4</p>	 <p>STICKERS HERE</p> <p>Yes: 2 No: 0</p>	 <p>STICKERS HERE</p> <p>Yes: 5 No: 1</p>
 <p>STICKERS HERE</p> <p>Yes: 0 No: 2</p>	 <p>STICKERS HERE</p> <p>Yes: 2 No: 1</p>	 <p>STICKERS HERE</p> <p>Yes: 2 No: 1</p>	 <p>STICKERS HERE</p> <p>Yes: 0 No: 2</p>

ROBINS ROAD CORRIDOR REDESIGN
 HIAWATHA, IA

JANUARY 2019
BOLTON & MENK Hiawatha!

PUBLIC SPACE PREFERENCES

INDICATE YOUR PREFERENCES BELOW

● INDICATES PREFERENCE ● INDICATES NOT A PREFERENCE

 <p>STICKERS HERE</p> <p>Yes: 1 No: 6</p>	 <p>STICKERS HERE</p> <p>Yes: 3 No: 0</p>	 <p>STICKERS HERE</p> <p>Yes: 5 No: 0</p>	 <p>STICKERS HERE</p> <p>Yes: 1 No: 0</p>
 <p>STICKERS HERE</p> <p>Yes: 0 No: 2</p>	 <p>STICKERS HERE</p> <p>Yes: 4 No: 0</p>	 <p>STICKERS HERE</p> <p>Yes: 0 No: 1</p>	 <p>STICKERS HERE</p> <p>Yes: 4 No: 0</p>

ROBINS ROAD CORRIDOR REDESIGN
 HIAWATHA, IA

JANUARY 2019
BOLTON & MENK Hiawatha!

STEERING COMMITTEE MEETING #2 - PREFERENCE BOARD RESPONSES

PROJECT GOALS/OUTCOMES

INDICATE YOUR PREFERENCES BELOW

● INDICATES PREFERENCE ● INDICATES NOT A PREFERENCE

SUSTAINABILITY AND WATER MANAGEMENT
● ● ● ● ● ● ● ● YES: 7 NO: 1

MULTIMODAL CORRIDOR - SAFE FOR MULTIPLE MODES OF TRANSPORTATION
● ● ● YES: 2 NO: 1

BRANDING & COMMUNITY IDENTITY
● ● YES: 2 NO: 0

BEAUTIFICATION
● ● ● ● ● YES: 5 NO: 0

COMPATIBLE LAND-USE & ZONING
● ● ● ● ● ● YES: 5 NO: 1

ECONOMIC DEVELOPMENT
● ● ● ● YES: 2 NO: 3

ROBINS ROAD CORRIDOR REDESIGN
HIAWATHA, IA

BOLTON & MENK Hiawatha!

MONUMENT/ART PREFERENCES

INDICATE YOUR PREFERENCES BELOW

● INDICATES PREFERENCE ● INDICATES NOT A PREFERENCE

 YES: 2 NO: 2	 YES: 0 NO: 0	 YES: 2 NO: 0	 YES: 2 NO: 0
 YES: 2 NO: 0	 YES: 3 NO: 4	 YES: 1 NO: 2	 YES: 4 NO: 1

STEERING COMMITTEE MEETING #2 - PREFERENCE BOARD RESPONSES

PUBLIC SPACE PREFERENCES

INDICATE YOUR PREFERENCES BELOW

● INDICATES PREFERENCE ● INDICATES NOT A PREFERENCE

<p>YES: 0 NO: 0</p>	<p>YES: 5 NO: 0</p>	<p>YES: 7 NO: 1</p>	<p>YES: 0 NO: 2</p>
<p>YES: 1 NO: 0</p>	<p>YES: 1 NO: 0</p>	<p>YES: 0 NO: 0</p>	<p>YES: 2 NO: 4</p>

ROBINS ROAD CORRIDOR REDESIGN

BOLTON & MENK Hiawatha

STREETSCAPE PREFERENCES

INDICATE YOUR PREFERENCES BELOW

● INDICATES PREFERENCE ● INDICATES NOT A PREFERENCE

<p>YES: 2 NO: 0</p>	<p>YES: 5 NO: 0</p>	<p>YES: 2 NO: 1</p>	<p>YES: 2 NO: 8</p>
<p>YES: 3 NO: 1</p>	<p>YES: 3 NO: 0</p>	<p>YES: 0 NO: 2</p>	<p>YES: 1 NO: 2</p>

ROBINS ROAD CORRIDOR REDESIGN

Hiawatha, IA

STEERING COMMITTEE MEETING #1 - SIGN IN SHEET

ROBINS ROAD CORRIDOR STUDY

STEERING COMMITTEE

DECEMBER 4, 2018

NAME	REPRESENTING	EMAIL	INITIALS
Jason Cullum	RNEW LLC	j.cullum@kelleyproperty.com	JCC
Dave Tallett	D & D Real Estate		
*Mike & Angie Dahl	Michael S Dahl	mike@msdsalesinc.com	MSD
	GoDaddy		
Carm Chaifos	Darrah's		
Pat Callanan	Hawkeye Communication	patc@hawkeye-communication.com	PC
Keith Billick	Side By Side Iowa	keith@sidebysideiowa.com	KB
Hassan Igram	Cedar Graphics	higram@cedargraphicsinc.com	
Mayor Bill Bennett	City of Hiawatha	Bill@556100FIRE.COM	
Aime Wichtendahl	City of Hiawatha	awichtendahl@hiawatha-ia.gov	AW
Steve Dodson	City of Hiawatha	sdodson@hiawatha-ia.gov	SD
Kim Downs	City of Hiawatha	kdowns@hiawatha-ia.gov	KB
John Bender	City of Hiawatha	jbender@hiawatha-ia.gov	JB
Patrick Parsley	City of Hiawatha		
Adrian Holmes	Bolton & Menk	adrian.ho@bolton-menk.com	HA
Rose Brown	Bolton & Menk	rosebr@bolton-menk.com	RB
Jim Harbaugh	"		

STEERING COMMITTEE MEETING #2 - SIGN IN SHEET

ROBINS ROAD CORRIDOR STUDY			JANUARY 8, 2019
STEERING COMMITTEE			
NAME	REPRESENTING	EMAIL	INITIALS
Jason Cullum	RNEW LLC	jcullum@kelleyproperty.com	JCC
Dave Tallett	D & D Real Estate	Dave.ddrealestate@gmail.com	
*Mike & Angie Dahl	Michael S Dahl	mike@msdsalesinc.com angie@msdsalesinc.com	MD
Alicia Donnell	GoDaddy	axdonnell@godaddy.com	AD
Carm Chaifos	Darrah's	cchiafos@darrahstowing.com	
Pat Callanan	Hawkeye Communication	patc@hawkeye-communication.com	
Keith Billick	Side By Side Iowa	keith@sidebysidecr.com	
Hassan Igram	Cedar Graphics	higram@cedargraphicsinc.com	
Mayor Bill Bennett	City of Hiawatha	mayor@hiawatha-iowa.com	BB
Aime Wichtendahl	City of Hiawatha	aimew@hiawatha-iowa.com	AW
Steve Dodson	City of Hiawatha	sdodson@hiawatha-iowa.com	SD
Kim Downs	City of Hiawatha	kdowns@hiawatha-iowa.com	KD
John Bender	City of Hiawatha	jbender@hiawatha-iowa.com	X
Patrick Parsley	City of Hiawatha	pparsley@hiawatha-iowa.com	
Adrian Holmes	Bolton & Menk	Adrian.Holmes@bolton-menk.com	AH
James Harbaugh	Bolton & Menk	James.Harbaugh@bolton-menk.com	JH
Rose Brown	Bolton & Menk	rose.brown@bolton-menk.com	RB

PUBLIC OPEN HOUSE MEETING #1 - SIGN IN SHEET



Real People. Real Solutions.

Robins Road Study: Public Open House #1 Sign-In Sheet

Project: Robins Road Study	Meeting Date: January 10, 2019 5:00 pm
Facilitator: Bolton & Menk	

Name	Address	Email
Janet Clark	825 Robins Rd	clarksjanet55@gmail.com
Dale Schroth	110 Northwood Dr	dshroth3@mehsi.com
Richard Pierce	1062 Emmons St.	sgt-843@aol.com
Jennifer Hanson	120 E. Boyson Rd	jhanson@prairiewoods.org
Dick Olson	1840 Lyndonville Rd	DICKOLSON@PR.ORG
GARY SAMPSON	315 ROBINS RD	pedalplanes@gmail.com
Kevin Neef	111 Northwood Dr.	fixit4429@AOL.com
Keesha Behrens	55 Wright Dr.	keesha.neef@yahoo.com
Cody Behrens	55 Wright Dr.	keesha.neef@yahoo.com
Steve Dodson	2435 Creekside Dr.	sdodson@hiawatha-iowa.com
MARTIN BRIANS	1205 RANGY ST	MARTIN_BRIANS@MSN.COM
Larry Brown Marta McCloud	405-435 Robins Rd	lucemcloud@aol.com
Jean Shifflett	109 Oak St	Jeandawd1@aol.com
Debby+Terry McKim	110 Fisher St	ninnysmom1@msn.com
LAURA A. WEBER	120 E. Boyson (PRAIRIE WOODS)	lweber@prairiewoods.org
Daniel Hoffmann	1241 Rainbow Blvd	ndxzck@juno.com
Tonya Trudo	910 Oak Park Ct. Robins	tlensch@yahoo.com
Darci Brown		319.981.5940

STEERING COMMITTEE MEETING #3 - SIGN IN SHEET

ROBINS ROAD CORRIDOR STUDY

STEERING COMMITTEE

FEBRUARY 5, 2019

NAME	REPRESENTING	EMAIL	INITIALS
Jason Cullum	RNEW LLC	jcullum@kelleyproperty.com	<i>JC</i>
Dave Tallett	D & D Real Estate	Dave.ddrealestate@gmail.com	
*Mike & Angie Dahl	Michael S Dahl	mike@msdsalesinc.com angie@msdsalesinc.com	<i>MD</i>
Alicia Donnell	GoDaddy	axdonnell@godaddy.com	
Carm Chaifos	Darrah's	cchiafos@darrahstowing.com	
Pat Callanan	Hawkeye Communication	patc@hawkeye-communication.com	<i>PC</i>
Keith Billick	Side By Side Iowa	keith@sidebysidecr.com	<i>KB</i>
Hassan Igram	Cedar Graphics	higram@cedargraphicsinc.com	
Mayor Bill Bennett	City of Hiawatha	mayor@hiawatha-iowa.com	<i>BB</i>
Aime Wichtendahl	City of Hiawatha	aimew@hiawatha-iowa.com	<i>AW</i>
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Kim Downs	City of Hiawatha	kdowns@hiawatha-iowa.com	<i>KD</i>
John Bender	City of Hiawatha	jbender@hiawatha-iowa.com	<i>JB</i>
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Adrian Holmes	Bolton & Menk	Adrian.Holmes@bolton-menk.com	<i>AH</i>
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Rose Brown	Bolton and Menk	Rose.Brown@bolton-menk.com	<i>RB</i>
<i>Nate Weitzl</i>	<i>Bolton & Menk</i>	<i>nate.weitzl@bolton-menk.com</i>	<i>NW</i>
<i>ROD 5</i>			<i>RJ</i>

PUBLIC OPEN HOUSE MEETING #3 - SIGN IN SHEET



Real People. Real Solutions.

Robins Road Study: Public Open House #3 Sign-In Sheet

Table with 2 columns: Project: Robins Road Study, Meeting Date: May 16, 2019 5:00 pm; Facilitator: Bolton & Menk

Table with 3 columns: Name, Address, Email. Contains handwritten entries for Steve Dodson, Mark Palmieri, and Lisa Jepsen.

STEERING COMMITTEE MEETING #1 - NOTES



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Bolton-Menk.com

12/4/2018

**Robins Road – Corridor Planning Study
Hiawatha, Iowa**

Steering Committee Meeting #1: Tuesday, December 4th 5:30 PM – 7:30 PM

Attendees

Bolton & Menk: Jim Harbaugh, Rose Brown, Adrian Holmes

City of Hiawatha: John Bender, Kim Downs, Patrick Parsley

City Council: Steve Dodson, Aime Wichtendahl

Private: See attached sign-in sheet

Initial thoughts from committee members:

- Currently lots of traffic, mostly pass through
- Village Center concept is still a GO!

Questions:

1. Biggest Issue

- a. John Bender
 - i. Utilities & Streets need to be improved
 - ii. Need new water main – where do we put it
 - iii. Need a street design so we can move forward with utility and other improvements
- b. Steve
 - i. Sidewalk
 - ii. Utilities overhead currently, would look better underground
 - iii. Parking for customers
 - iv. Current parking is self-made
 - v. May need to add off-street parking, but land price is an issue
 - vi. Stay with lower speed limit
 - vii. Traffic is using it as a shortcut to Boyson Rd
- c. Kim
 - i. Hiawatha desires a “Downtown”
 1. Council and staff advocate for it
 2. N. Center Point Rd and Center Point Rd were the start of Downtown identity
 - ii. Want this corridor to be a destination, not just pass through
 - iii. This is the right place for a “New Main Street”
 - iv. Trail Master Plan includes trail on this road with connection to Cedar Valley Nature Trail
- d. Aime
 - i. Lots of traffic = customers for a “New Main Street”

- ii. What's the next road to get traffic if we remove the Robins Rd shortcut
- e. Other
 - i. Commercial vs. residential destination
 - ii. Northwood is another cut-through or shortcut route for traffic

2. Challenges

- a. Lighting – feels dark and scary now
- b. Zoning hodge-podge
 - i. Adopted existing land uses as zoning
 - ii. Needs to be thought out
- c. School building may be changing use
 - i. Long term plan calls for consolidation – no students at this school in long range school facilities plan. Not set in stone, plans could change.
- d. Few owner-occupied properties (commercial or residential)
 - i. Many properties may be bought out if character of the corridor changes and value goes up
- e. What are the intentions of existing property owners? Probably just want to see their property value increase.
- f. Need a clear vision of corridor to present to current property owners
 - i. Vision shouldn't alienate owners, but instead show them that their property values will increase
- g. Make new zoning opportunistic to new existing and new owners
- h. Review CPR zoning as an example but not to copy verbatim
- i. Opportunity for both City and Private investment in corridor
- j. Disparity between existing uses
- k. Zoning that encourages without being too restrictive
- l. Is there an opportunity for housing improvement
 - i. This is in both an urban revitalization and urban renewal area

3. Likes & Dislikes

- a. Likes
 - i. Library & City Hall integrated with community (event space available to public)
 - ii. Element of Unique Style
 - iii. Sense of community & connectivity – regional trail, connection to nature trail
 - iv. Commercial business - GoDaddy, etc have chosen to locate here
 - v. Population doubles during the day (11,000 during the day)
 - 1. More people work in Hiawatha than live in Hiawatha
 - 2. More employees than residents
 - vi. Very clean
 - vii. City reinvests
 - viii. Great place to retire
 - 1. Small community feel
 - 2. Close to medical facilities
 - ix. City has already made great progress & more parts of it are ready to be refreshed
 - x. New Tower Terrace / HWY 380 interchange will bring even more accessibility

4. Events

- a. Fun Days (Emmons Street)
- b. Reindeer Run

5. Biggest thing missing

- a. No place to eat
 - b. No place to play
 - c. No arts
 - d. No reason to stay or shop in this corridor
 - e. A reason to get out of your car
 - f. So close to trail but no reason to get off it (No trail services (bar, restaurant))
 - g. No roof-top bar, or other popular new styles of entertaining/dining
6. Future Land Use Vision
- a. "Modern Main Street" with continuity & unity
 - b. Higher density residential
 - c. "Village Center" identity as opposed to old-fashioned "Main Street"
 - d. "Hub of Hiawatha"
7. Outside Factors
- a. School future uncertainty
 - b. Tower Terrace / 380 Interchange
 - c. Potential move-out of large employers (low probability, but possible)
 - d. Competitors – Czech Village, New-Bo, Other village centers in Cedar Rapids area
 - e. New big-box stores outside Hiawatha
 - f. Opportunity for Art
 - g. Opportunity with recent Hiawatha Library expansion (already a big draw)
8. Mixed Corridor Concept Validation
- a. YES
 - b. Continuation of existing community identity (not a different theme)
9. What is a safer street?
- a. High volume speed traffic vs. slow speed destination corridor
 - b. Safer on-street parking
 - c. Could have different character in different section of corridor
 - d. Better lighting
10. What is a healthier street?
- a. Good drainage
 - b. Permeable paving outside the main travel way
11. Critical success factors
- a. Buy-in
 - b. Buildable
 - c. Exciting
12. Gateway theme
- a. Existing lights and streetscape styles
13. Wayfinding signage
- a. **Hi**awatha logo (accentuate the Hi)
14. How green should this corridor be
- a. Already has some nice mature trees
 - b. Balanced approach
15. Other
- a. How does the city draw private reinvestment?
 - b. How does the city implement this?

STEERING COMMITTEE MEETING #2 - NOTES



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Bolton-Menk.com

1/8/2019

Robins Road – Corridor Planning Study

Hiawatha, Iowa

Steering Committee Meeting #2: Tuesday, January 8th 5:30 – 7:30 PM

Attendees: sign-in sheet attached

1. Meeting Goals
 - a. Show steering committee members a preview of materials to be presented at public open house to be held on 1/10/2019 and get feedback on items to be presented
 - b. Gather input from steering committee members on roadway cross section concepts, visual preferencing, and zoning/development opportunities
2. Review of notes from previous steering committee meeting
 - a. Impressions from site visit (Steve)
 - i. Some very dark areas
 - ii. Some good recent improvements to private businesses
 - iii. Challenge to walk due to sidewalk conditions
 - b. Feeling is that 50% of people along corridor are wanting redevelopment
3. Discussion of public ROW improvements
 - a. Roadway Section
 - i. South Zone
 1. Generally like concepts of median and turn lanes
 2. Mix of hardscape and plantings in medians
 3. Median works due to less driveways now, but need to consider future use
 4. Potential for parking instead of turn lane or medians, depending on future use
 5. Potential for stormwater management in median islands
 6. Separate trail is very much preferred over bike lanes on street
 - ii. Middle
 1. Existing road is quite wide for a two lane street
 2. Northwood is going to be a key intersection
 - a. Enhancements at this intersection could help slow traffic and beautify the corridor
 - iii. North
 1. Parallel parking would be preferred on the west side of the street
4. Visual Preference Survey: See attached visual preference results
5. Adjacent Land use / Zoning
 - a. Low density residential is not really appropriate for an arterial street
 - b. Commercial front, high density residential behind, then low density
 - c. R7 wouldn't be feasible to develop on an existing ½ acre lot
 - d. C3 and C2 would allow more flexibility for uses including bar/restaurant

- e. Existing car salvage lot presents an opportunity for an anchor business
 - i. Could be a big catalyst
 - ii. Also opportunity for community amphitheater
 - f. Opportunity for live/work development
 - g. Office/Warehouse potential, but not necessarily what is envisioned
 - h. Draws for multifamily include: aesthetics, proximity to services
 - i. Opportunity for sporting / fitness / active entertainment type spaces
 - j. Opportunity for quasi-public space (dining/sidewalk)
 - k. Potential for single small lot pocket park or outdoor dining space
 - l. Anything Not Wanted: No Industrial
6. Possible Anchor Business
- a. Hotel (study upcoming)
 - i. Would be beneficial for existing large employers in vicinity
 - ii. Would be a good feeder for other businesses

STEERING COMMITTEE MEETING #3 - NOTES



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2/5/2019

Robins Road – Corridor Planning Study

Hiawatha, Iowa

Steering Committee Meeting #3: Tuesday, February 5th 5:30 – 7:30 PM

Attendees: sign-in sheet attached

1. Public ROW Elements
 - a. Steering committee different from public preferencing on pedestrian corridor image, but nearly identical on other aspects of project
 - i. Steering committee voted for the pedestrian mall image because they want this to be a pedestrian friendly space
 - b. Public art is something Hiawatha currently lacks
 - i. Maybe less in corridor and more on private property as those are developed
 - ii. Combination of all art elements, maybe used in sign foundations or a dynamic feature
 - iii. Architecture art maybe with a program supported by the city to supplement artistic architecture elements
 - iv. Key art piece may act as a meeting point, or point of reference/identity
 - v. Develop a common theme in architecture
 - c. Left turn lane needed at Center Point Road intersection in concept plan
 - d. Driveway across from Pirie Drive goes into an existing stormwater detention basin
 - i. There is potential for green space in this area
 - e. Preference for integral color concrete instead of pavers in sidewalks and crosswalks due to ADA concerns
 - f. Benches should not have center handrails
 - g. Street lights should be similar, but not exact same as those on Center Point Rd
 - i. Something simpler / less expensive than those on Center Point is preferred
 - ii. Reach out to Alliant Energy for possible pilot program for lighting
 1. 1st Ave Cedar Rapids is an example of an Alliant Pilot project
 - iii. Longer spacing between lights preferred – need photometric analysis
 - h. Limestone block is a little overused in neighboring communities and would not give Hiawatha a unique identity
 - i. Look for something similar, but unique to Hiawatha
 - i. Maybe use same trash receptacle as bus stop
 - j. Joint trench for utilities may be possible
 - i. Duct bank
 - ii. Possible to have private utilities pick their own location based on design of public utilities
 - iii. Possibly locate utilities under sidewalk
 - iv. Will need accommodation for both electric and communicatinos/data
 - k. Signage – Preference is for signage example in lower left of preference board

- i. Prefer smaller scale signage to fit with corridor scale
 - l. Wayfinding signage can incorporate artistic element
 - i. Remove upper right and bottom center options from preference board prior to public meeting
- 2. Zoning and Land Use
 - a. Correct Dahl property to show correct future land use on map
 - b. Show common ownership map and “amoeba” map of future land use at public meeting
 - c. Do not show property groupings at public meeting

STEERING COMMITTEE MEETING #4 - NOTES



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3/5/2019

Robins Road – Corridor Planning Study
Hiawatha, Iowa
Steering Committee Meeting #4: Tuesday, March 5th 5:30 - 7:00 PM

Attendees: Sign-in sheet attached

Agenda:

- 1. Review of previous steering committee meeting minutes**
 - a. No changes to Steering Committee Meeting #3 minutes

- 2. Results of Public Input Meeting and Public Comments**
 - a. Some confusion on what rezoning/future land use means, especially to their particular properties
 - b. Very positive regarding streetscape (Public ROW Improvements)
 - c. Some concern regarding on-street parking use by employees
 - d. Thought streetscape concepts were favorable
 - e. Were very interested in what the next steps on private development were
 - f. Had positive discussions with some private land owners on redevelopment ideas
 - g. A few people came for discussion/concerns on proposed trail improvements outside of project limits

- 3. Public ROW Improvement Concepts**
 - a. Benefit for City to use power company lights instead of their own
 - b. ROW concepts are mostly finalized and have received mostly positive feedback from public
 - c. **Concern regarding new access in close proximity to the Boyson Road intersection**

- 4. Redevelopment Concepts**
 - a. Discussion of Zoning vs. Future Land Use terminology and meaning
 - b. Presented redevelopment concept map based on potential land use bubble diagram presented at public meeting
 - c. **Question was raised regarding the potential for increased stormwater runoff from redevelopment**

- 5. Initiate discussion about potential implementation tools**
 - a. Options for consideration include the following:
 - i. Creation of a new district;
 - ii. Amendment of an existing district;
 - iii. Overlay district for 'use' purposes or for development standards
 1. Used to alter landscaping, signage, building materials standards
 - iv. Adoption of design guidelines

STEERING COMMITTEE MEETING #5 - NOTES



Real People. Real Solutions.

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4/2/2019

Robins Road – Corridor Planning Study

Hiawatha, Iowa

Steering Committee Meeting #5: Tuesday, April 2nd 5:30 - 7:00 PM

Attendees: Sign-in sheet attached

- 1. Review of previous steering committee meeting minutes**
 - a. Concern regarding new access in close proximity to the Boyson Road intersection
 - b. Question was raised regarding the potential for increased stormwater runoff from redevelopment

- 2. Study Schedule**
 - a. Moving into the final report and recommendations phase of project

- 3. Refinement of proposed redevelopment program**
 - a. Question was raised about how proposed neighborhood commercial areas fit with existing plans for Midtown
 - i. Absorption rate would need a market study which is currently out of the scope of this study
 - ii. Question about how or if the proposed plan supports the Midtown concept
 - iii. Potential for change from neighborhood commercial to mixed use nomenclature
 1. This could be applicable to both the proposed plan and Midtown
 - b. Question was raised about whether there is a plan in place to provide relocation opportunity for the existing mobile home court should this redevelopment occur
 - i. City is not planning to actively participate in the redevelopment at this time
 - ii. If the area is developed privately, relocation assistance would not be required
 - iii. If the area is developed with federal funds, relocation assistance would be required
 - iv. Need to consider possible impacts to people who are vulnerable to impacts of future development
 - c. This study generally shows ultimate build-out capacity and did not include a market study or detailed absorption projections
 - d. Stormwater detention will be a challenge
 - i. One option is that the first development bears the brunt of stormwater provisions
 - ii. Option for city stormwater utility to address the issue
 - iii. Option that each owner provides their fair share on their own site
 - iv. Option for regional stormwater detention system in combination with individual on-site requirements

- e. **Building on corner of Center Point Rd & Parsons should be commercial (restaurant), not office as currently shown**
- 4. **Zoning and development standards discussion**
 - a. **Group preference was to create an overlay district for this area**
 - b. **Design guidelines may work, but are difficult to enforce (don't have enough "teeth")**
- 5. **Catalyst Project**
 - a. **Group agreed that reconstruction of Robins Rd is highest priority**
 - i. **Would show commitment by City**
 - ii. **Utility and lighting upgrades would encourage people to think of the corridor in a different way**
 - iii. **Could be phased if funds for full project are not available right away**
 - iv. **Demonstrates the city's vision for the area**
 - b. **Extension of Parsons is second priority**
 - i. **Opens up areas for new development**
 - ii. **Areas are ready for new use**
- 6. **Next Public Open House: Thursday, May 16th**
 - a. **Present study to public**
 - b. **Steering committee is encouraged to attend**
- 7. **Next Steering Committee Meeting: Tuesday, May 7th, 5:30 PM**
 - a. **Discuss phasing and funding**
 - b. **Discuss finalizing study report**



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Funding

Funding Source:

Alliant Energy

Amount Available:

\$500 - \$5,000 per project

Application Period:

Cycle 1: February 1- March 1
Cycle 2: August 1- September 1

Eligible Applicants:

- Non-profit organizations (Section 501 (c)(3))
- Public or Private schools and universities
- Federal, state, or local government (Section 170(c)(3))

Program Website:

<http://bit.ly/2vbeOI4>

Program FAQ:

<https://bit.ly/2Rzj9YB>

Note: Notice is valid until the application deadline listed above.

Alliant Energy Community Grants

Overview

The Alliant Energy Foundation's Community Grants are directed to programs and projects that benefit customers in Alliant Energy communities in Iowa and Wisconsin. We fund projects that fit into one of our three focus areas: Helping Families, Education and the Environment.

Eligible Projects:

Environment – Alliant Energy helps to protect the environment by supporting organizations that seek to educate, inform and advance environmental issues that have the potential to impact our communities. Examples for this category:

- Environmental education - programs teaching about environmental issues, endangered species, wildlife protection
- Conservation - Tree planting, actively protecting and preserving wildlife space and waterways
- Trail Projects – benches, signage, trail improvements
- Park improvements and updates – benches, signage, picnic tables

Helping Families - The Helping Families category covers programs that offer families tools for meeting their basic needs, such as food and housing support, as well as parenting skills classes and similar programs. Examples for this category:

- Food, nutrition – Pantry, delivery, school or backpack nutrition programs
- Housing, shelter – Emergency shelters, programs that help disadvantaged families
- Clothing, basic household needs – Clothing, cribs, car seats
- Adult education – Parenting skills, financial literacy, English classes
- Domestic or child abuse – Safe house, awareness or prevention programs
- Respite care for people with disabilities – Adult/family day programs, workforce development
- After-school and summer programs targeting minority populations
- Playground improvements – Playground equipment only, not including playing fields, courts or shelters (Please note, playgrounds must be open to the general public, and all grants are \$1,000).

Education- The Education category will concentrate on various areas: general education and literacy programs for children, agricultural education, mentoring, college readiness, and STEM (science, technology, engineering and math) Education, which align with our business and help develop the Alliant Energy employees of tomorrow. Examples for this category:

- STEM (science, technology, engineering and math)
- General education and literacy programs for children
- Agricultural education
- Youth development, mentoring
 - College readiness
 - Workforce development



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Funding

Agency:

US. Environmental Protection Agency (EPA)

Funding Source:

Federal

Amount Available:

Assessment: \$300,000

Application Due Date:

January 31, 2019

Eligible Applicants:

- Government Agencies
- Non-Profit 501(c) (3)

Program Links:

Website

<https://bit.ly/2Ga6ieX>

FY19 Frequently Asked Questions

<https://bit.ly/2UzxGpU>

Kansas State University TAB EZ

<https://bit.ly/2B7lgvi>

Note: Notice is valid until the application deadline listed above.

Brownfields Assessment Grants

Overview

EPA Regulations require that a project specific competitive process be used for consultant selection. The applicant can do a single procurement for grant writing services as well as to implement the grant. The consultant selection process must meet the federal procurement regulations. The example provided on the EPA sites states in part:

...local government determines that it lacks in-house expertise to prepare a funding application and manage the project if the application is successful. The applicant asks three consulting firms for rate quotes/qualifications statements to perform this work and sets a price ceiling of \$250,000. It names the selected firm as a "project partner". This practice is acceptable to EPA...

The Brownfields Assessments Grant program provides funding opportunities to identify and assess sites contaminated by or perceived as contaminated by petroleum and hazardous substances, pollutants, or contaminants (including hazardous substances co-mingled with petroleum).

The project site must meet the EPA definition of a Brownfield Site: "...real property, the expansion, redevelopment, or reuse of which may be complicated by the presence or potential presence of a hazardous substance, pollutant, or contaminant."

Application Process/Cycle

Kansas State University (KSU) has developed a software tool called "TAB EZ" to assist communities applying for grant funds. It is available free of cost. The tool will review the application against the grant criteria.

Applications must be submitted electronically through www.grants.gov by the applicant's Authorized Organization Representative (AOR) by 11:59pm Eastern Time on January 31, 2019. This is the only method EPA will accept proposals unless a waiver has been obtained.

Applicants will be notified if the application is deemed eligible within 15 calendar days of submittal.

Applicants must provide a letter from a State or Tribal Environmental Authority that acknowledges the applicant's planned activities with the grant application.



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Funding

Agency:

US. Environmental Protection Agency (EPA)

Funding Source:

Federal

Amount Available:

Cleanup: \$500,000

Matching Requirement:

20%

Application Due Date:

January 31, 2019

Eligible Applicants:

- Government Agencies
- Non-Profit 501(c) (3)

Program Links:

Website

<https://bit.ly/2Ga6ieX>

FY19 Frequently Asked Questions

<https://bit.ly/2UzxGpU>

Kansas State University TAB EZ

<https://bit.ly/2B7lgvj>

Note: Notice is valid until the application deadline listed above.

Brownfields Cleanup Grants

Overview

CAUTION - EPA Regulations require that a project specific competitive process be used for consultant selection. The applicant can do a single procurement for grant writing services as well as to implement the grant. The consultant selection process must meet the federal procurement regulations. The example provided on the EPA sites states in part:

...local government determines that it lacks in-house expertise to prepare a funding application and manage the project if the application is successful. The applicant asks three consulting firms for rate quotes/qualifications statements to perform this work and sets a price ceiling of \$250,000. It names the selected firm as a "project partner". This practice is acceptable to EPA...

The Brownfields Cleanup Grant program provides funding opportunities to address sites contaminated by petroleum and hazardous substances, pollutants, or contaminants (including hazardous substances co-mingled with petroleum). Grants may be awarded up to \$500,000 to address one or more brownfield sites per application cycle. Successful applicants have 3-years to complete the work.

Eligible Projects:

The project site must meet the EPA definition of a Brownfield Site: "...real property, the expansion, redevelopment, or reuse of which may be complicated by the presence or potential presence of a hazardous substance, pollutant, or contaminant."

An applicant must own the site for which it is requesting funding.

Sites with the presence or potential presence of contaminants or mine-scarred lands. Potential contaminants that can be addressed include:

- Petroleum
- Heavy metals
- PAHs
- Volatile Organic Compounds
- Brine
- Asbestos
- Controlled Substances (eg. a meth lab)

Application Process/Cycle

Kansas State University (KSU) has developed a software tool called "TAB EZ" to assist communities applying for grant funds. It is available free of cost. The tool will review the application against the grant criteria.

Applications must be submitted electronically through www.grants.gov by the applicant's Authorized Organization Representative (AOR) by 11:59pm Eastern Time on January 31, 2019. This is the only method EPA will accept proposals unless a waiver has been obtained.

Applicants will be notified if the application is deemed eligible within 15 calendar days of submittal.

Applicants must provide a letter from a State or Tribal Environmental Authority that acknowledges the applicant's planned activities with the grant application.



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Funding

Funding Source:

Iowa Economic Development

Amount Available:

Based on Population

Application Due Date:

April 19, 2019

Award Announcement:

July 2019

Eligible Applicants:

All incorporated cities and all counties in Iowa, except those designated as HUD entitlement areas.

Program Website:

Program Link

<http://bit.ly/2nkrPYJ>

Iowa Grant Link

<http://bit.ly/2nkEo6B>

Note: Notice is valid until the application deadline listed above.

CDBG COMMUNITY FACILITIES & SERVICES FUND

Overview

Approximately \$1.5 million in federal Community Development Block Grant (CDBG) funds are available on an annual basis to all incorporated cities and counties in Iowa, except those designated as HUD entitlement areas, through the state of Iowa's Community Facilities Fund.

This annual competitive program offers grants to assist communities for a variety of projects including child care centers, facilities for physically and mentally challenged, senior centers, homeless shelters, vocational workshops and other community services such as storm water and drainage projects.

The amount of assistance communities may apply for is based on the population:

- Communities with populations less than 1,000 can receive up to \$300,000
- Communities with populations between 1,000 and 2,500 can receive up to \$500,000
- Communities with populations between 2,500 and 15,000 can receive up to \$600,000
- Communities with populations greater than 15,000 can receive up to \$800,000
- Communities with populations less than 300 are limited to \$1,000 per capita, as are unincorporated areas of a county proposing direct service projects.

To be eligible for funding, at least 51% of project beneficiaries (residents served by the project) must be low to moderate income. For purposes of the CDBG program, "low and moderate income" is defined as persons with incomes at or below 80% of the area median income as defined by the U.S. Department of Housing and Urban Development (HUD).

Application Process/Cycle

Applications for funding are accepted and reviewed on an annual basis. Applications are typically accepted in January, application deadline is April 19, 2019 with awards announced July 2019.



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Funding

Funding Source:

Iowa Economic Development Authority

Amount Available:

Based on Population

Application Due Date:

January 1
April 1
July 1
October 1

Eligible Applicants:

Cities with populations less than 50,000 and all Counties

Program Website:

<https://bit.ly/2NkvEoL>

Grant Link:

<http://bit.ly/2kpiZEI>

Note: Notice is valid until the application deadline listed above.

Community Development Block Grant – Water and Sewer Fund

Overview

Approximately \$7 million in federal Community Development Block Grant (CDBG) funds are available on an annual basis to cities and counties through the state of Iowa's Water/Sewer Fund.

This competitive program offers grants to assist cities and counties with water and sewer infrastructure improvements including sanitary sewer system improvements, water system improvements, water and wastewater treatment facilities, storm sewer projects related to sanitary sewer system improvements and rural water connections.

All incorporated cities and all counties in the State, except those designated as HUD entitlement areas, are eligible to apply for and receive funds under this program.

Amount Available

The amount of assistance communities may apply for is based on the population:

- Populations less than 1,000 can receive up to \$300,000
- Populations between 1,000 and 2,500 can receive up to \$500,000
- Populations between 2,500 and 15,000 can receive up to \$600,000
- Populations greater than 15,000 can receive up to \$800,000
- Populations less than 300 are limited to \$1,000 per capita, as are unincorporated areas of a county proposing direct service projects.

Eligibility Requirements

To be eligible for funding, at least 51% of project beneficiaries (residents served by the project) must be low to moderate income. For purposes of the CDBG program, "low and moderate income" is defined at persons with incomes at or below 80% of the area median income as defined by the U.S. Department of Housing and Urban Development (HUD).

Application Process/Cycle

Applications for funding are submitted and reviewed on an annual basis. Deadlines are January 1, April 1, July 1, and October 1 of each year. Funding decisions are made prior to the next quarterly deadline.



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Funding

Funding Source:

Iowa Economic Development

Amount Available:

- Communities less than 300 people are limited to \$1,000 per capita.
- Communities less than 1,000 people may receive up to \$300,000.
- Communities of 1,000 or greater may receive up to \$500,000.

Application Deadline:

May 17, 2019

Award Date:

July 17, 2019

Program Website:

<http://bit.ly/29WpdYp>

Note: Notice is valid until the application deadline listed above.

CDBG DOWNTOWN REVITALIZATION FUND

Overview

The CDBG Downtown Revitalization Fund provides grants to communities for a variety of projects and activities contributing to comprehensive revitalization in historic city centers. To date, the program has funded facade improvements to privately owned buildings. Community leaders can use this program to rehabilitate blighted downtown buildings.

All incorporated cities and counties in the state of Iowa, except those designated as HUD entitlement areas, are eligible to apply for and receive funds under this program. The maximum grant award is \$500,000. Communities with populations less than 300 are limited to \$1,000 per capita. Cities with populations between 300 and 999 may receive up to \$300,000. Cities with populations of 1,000 or greater may receive the maximum award.

Application Process

Applications are evaluated on the following criteria:

- The project must meet the HUD Slum and Blight national objective:
 - Documentation of the extent or seriousness of deterioration in the area will be evaluated
 - Must show adverse effect on the well-being of the area and illustrate that the proposed activity will alleviate or eliminate the conditions causing the deterioration
- Must include a comprehensive detailed building survey as well as a resolution from the local government;
- Must meet the Iowa Green Street Criteria:
 - Promote public health, energy efficiency, water conservation, smart locations, operational savings and sustainable building practices.

Prior to submitting an application on IowaGrants.gov, you **MUST** contact the Project Manager Ed Basch at Ed.basch@iowa.gov or 515.725.3012.



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Funding

Funding Source:

Iowa Department of Transportation

Amount Available:

Cannot Exceed \$500,000 Per Project

Application Due Date:

August 15, 2019

Eligible Applicants:

- Cities
- Counties
- Iowa DOT

Program Website:

Program Website:

<http://bit.ly/2rk7TmP>

Applications:

TSIP Application Instructions –

<http://bit.ly/2qs76Ah>

Benefit/Cost Worksheet -

<http://bit.ly/2qnNTSe>

Iowa Administrative Code Section 761, Chapter 164 -

<http://bit.ly/2rcem69>

Traffic Safety Improvement Program (TSIP)

Overview

The Traffic Safety Improvement Program (TSIP) is defined by Section 761, Chapter 164, of the Iowa Administrative Code. TSIP provides safety funds to cities, counties and the Iowa DOT in three separate categories.

The intent of the program is to distribute traffic safety funds (TSF) to cities, counties and the Iowa DOT for roadway safety improvements, research, studies or public information initiatives.

Cities, counties or the Iowa DOT may request funding for use on any public roads.

Funding

Applications may be submitted for one of three categories.

- **Site-Specific** – Construction or improvement of traffic safety and operations at a specific site or corridor with a crash history.
- **Traffic Control Devices** – Purchase of materials for installation of new traffic control devices, such as signs, signals or pavement markings; or replacement of obsolete signs or signals.
- **Research, Studies and Public Information** – Transportation safety research, studies or public information initiatives, such as signing or pavement marking research, driver education/information, work zone safety, and crash data analysis improvements.

One half of one percent (0.5 percent) of Iowa's Road Use Tax Fund. TSF awards cannot exceed \$500,000 per project.

- \$500,000 per year for traffic control device projects.
- \$500,000 per year for research, studies and public information initiatives.
- Remainder available for site-specific projects. Amount varies by year – historically the amount ranges between \$5 and \$6 million per year.

Applications

Applications are reviewed by an internal/external committee of representatives from cities, counties and the Iowa DOT. Recommendations are then made to the Iowa Transportation Commission, which then approves funding of specific projects.

- Site-specific projects are evaluated by benefit/cost ratio analysis and other criteria.
- Funding for traffic control devices is awarded considering the safety benefits of eligible applications, annual funding level, and other criteria.
- Funding for research, studies and public information initiatives is awarded considering their relationship to safety, annual funding level and other criteria.

Applications are not accepted after **August 15, 2019**. Notice of approval will be sent by mid-January 2020, and funds will be available on **July 1, 2020**. Funding for approved projects may be available sooner, if requested, and on a case-by-case basis.

Applications may be submitted by hard copy but should be submitted electronically.



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Funding

Agency:

Greater Cedar Rapids
Community Foundation

Funding Source:

Iowa

Application Due Date:

September 20, 2019 at 4:30 pm

Maximum Award:

\$10,000

Eligible Applicants:

- Governmental Organizations
- 501(c)(3) organizations
- Non- 501 (c)(3) organizations with a fiscal sponsor

Program Website:

<https://bit.ly/2WOpfuK>

Note: Notice is valid until the application deadline listed above.

Linn County Fund

Overview

The Linn County Fund supports programs and projects that enhance the quality of life and community development outside the Cedar Rapids metropolitan area in Linn County, Iowa.

- Priority is given to applications from non-metro communities in Linn County.
- Capital projects are eligible for consideration.
- Priority is given to programs that are well designed, responsive to community conditions, innovative, makes effective use of community resources, and tests or demonstrates solutions to community issues.

Ineligible Projects:

- Fundraising events and activities
- Re-granting funds to other nonprofits
- Religious activities: contact program officer for clarification
- Scholarships for primary and secondary education and post-secondary degree programs
- Expenses that have occurred or will occur during the grant review process

Application Process

A strong application will show that the organization addresses the criteria below in relation to the soundness of the proposal, the readiness of the organization to undertake this activity and measurable impact given the organization's size and longevity.

1. Project Plan & Evaluation (5 points)
2. Budget & Ratios (5 points)
3. Community Value (5 points)
4. Organizational Capacity (5 points)

Applications will be submitted online through the Greater Cedar Rapids Community Foundation website. Applications are due September 20th by 4:30pm CT.



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Funding

Agency:

Iowa Department of Transportation (IDOT)

Funding Source:

Federal

Match Requirement:

- Immediate Opportunity: Minimum 20% Match
- Local Development: Normally 50% Match

Application Due Date:

- Immediate Opportunity Projects are On-Going.
- Local Development Projects are accepted February 1st and September 1st each year.

Eligible Applicants:

- City
- County

Program Website:

<http://bit.ly/2fmhho>

Information/Applications:

Iowa Department of Transportation
Office of Systems Planning
800 Lincoln Way
Ames, Iowa 50010
515-239-1738

Note: Notice is valid until the application deadline listed above.

REVITALIZE IOWA'S SOUND ECONOMY (RISE) PROGRAM

Overview

The RISE fund was created by the Iowa legislature in 1985 to assist in promoting economic development in Iowa through the construction or improvement of Iowa roads. The program is designed to maximize economic impact, emphasize local involvement and initiative, and provide for situations requiring an immediate response and commitment of funds.

City or county governments may apply for RISE funding; the Department may also initiate projects and receive money. The applicant (city or county) involved must assure the dedication of the road to public use and ensure adequate future maintenance.

There are two types of funding available under the RISE program:

Immediate Opportunity Projects

This funding category is reserved for cases where a location decision actually hinges on a quick commitment of RISE funds. Projects having a sense of urgency and meeting the requirements for Immediate Opportunity funding will receive top priority for funding, and a quick decision on the commitment of funds.

Cities or counties applying for Immediate Opportunity funding must demonstrate that they are in the process of negotiating a location decision with an industry or developer; the need for immediate funding; the existence of, or arrangements for, other infrastructure factors needed for successful development; and the existence of 20 percent or greater funding participation from private or public sources.

Local Development Projects

This funding category is for projects which support local economic development but which do not require an immediate commitment of funds or do not meet the criteria set for Immediate Opportunity funding. These projects will be selected through a competitive evaluation process, conducted semi-annually. Applications received by February 1 of each year will be eligible for the April funding commitment; applications received by September 1 will be eligible for the November commitment of funds. Applications which are not funded will not be considered again unless a new, updated application is submitted.

Application Process/Cycle

Application and request forms are available from the DOT program website and are accepted throughout the year for *Immediate Opportunity* projects. February 1 and September 1 are deadlines for *Local Development* projects. Each applicant needs to identify which funding category is appropriate for the project and apply on the form required for that category.


**BOLTON
& MENK**

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Funding

Agency:

 Iowa Department of
Transportation

Funding Source:

State

Amount Available:

\$1.5 Million

Matching Requirement:

 25% Local Match (volunteer
services and other state grants are
not eligible as matching funds).

Application Due Date:

July 1, 2019

Program Website:
<https://bit.ly/2T99RD6>

*Note: Notice is valid until the
application deadline listed above.*

Recreational Trails Program (State)

Overview

The recreational trails program provides funds to establish recreational trails in Iowa for the use, enjoyment and participation of the public. The department shall administer the recreational trails fund as a statewide program. The recreational trails program is restricted to the acquisition, construction or improvement of recreational trails open for public use or trails which will be dedicated to public use upon completion. A proposed recreational trails project shall meet all of the following requirements:

- The project must be part of a local, area-wide, regional or statewide plan.
- The trail route shall be designed to allow enjoyment of scenic views or points of historical interest and to maximize safety. The route may use existing roads, streets or parkways, if the normal flow of motor vehicle traffic will not be hindered, abandoned railroad corridors, utility corridors, or new right-of-way as necessary.
- The project shall include a contribution of at least 25 percent matching funds. Notwithstanding, at the discretion of the department, funds may be granted up to a maximum of 80 percent. - matching funds shall be from sources other than the recreational trails program.
- Matching funds shall not include other grants from state agencies or the provision of in-kind services.
- The value of donated land may be an eligible matching contribution if the land is donated after the commission's funding commitment, and the value is based on a real estate appraisal acceptable to the department. The appraisal is subject to review and approval by the department after a funding commitment has been made.

Application Process

Application deadline for the program is July 1.

Evaluation criteria will be as follows:

- Need, based on population, to be served and existing trails in the area (25 points)
- Compatibility with local, area-wide, regional or statewide plans (15 points)
- Benefits of multiple uses and recreational opportunities (20 points)
- Quality of the site (25 points)
- Economic benefits to the local area (10 points)
- Special facilities for the disabled (5 points)

Completed applications shall be reviewed by a committee composed of one representative from each of these departments: natural resources, economic development, cultural affairs, and transportation. The committee shall recommend applications to the department by ranking them in order of funding priority. An application that is considered but not funded in one funding cycle may be resubmitted for consideration in the next cycle.



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Funding

Agency:

Iowa DNR, Iowa Finance Authority

Application Due Date:

Quarterly (March, June, September, December)

Eligible Applicants:

- Cities
- Public Water Supplies
- Counties
- Sanitary Districts, or
- Utility Management Organizations

Program Website:

<http://bit.ly/2yqeaof>

Note: Notice is valid until the application deadline listed above.

State Revolving Fund (SRF) Loan Programs

Overview

Iowa's Clean Water State Revolving Fund (CWSRF) and Drinking Water State Revolving Fund (DWSRF) are the best choice to finance publicly owned wastewater and drinking water systems. Types of projects include wastewater treatment, sewer rehabilitation, replacement, and construction, and storm water quality improvements; The design and construction of drinking water systems to help ensure public health and provide safe drinking water.

Eligible Applicants

Cities, public water supplies, counties, sanitary districts, or utility management organizations.

Process

- An IUP application must be submitted to request inclusion on the DWSRF IUP.
- Projects must be on an approved IUP to be eligible for funding. The IUP Application is not an application for a loan.
- Once the project is listed on an approved IUP, it is eligible to apply for an SRF loan.

Additional Information:

- Planning and design loans - 0% interest for up to 3 years.
- No minimum or maximum amounts for planning and design loans.
- Construction loans - 3% interest for up to 30 years. Lower interest rates are available for 20 years loans and for disadvantaged communities.
- \$50,000 minimum for construction loans - no maximum loan.
- Source water protection loans are offered at 0% interest and help public water supplies acquire land and conservation easements for work with facilities in their wellhead or source water protection areas.

Application Process/Cycle

Applications are accepted continuously with quarterly deadlines for placement on the project priority list of Intended Use Plans (IUP).

Quarterly deadlines - March 1, June 1, September 4, December 3



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Funding

Agency:

Iowa Department of
Transportation (IDOT)

Funding Source:

Federal

Match Requirements:

20% local match

Application Due Date:

October 1, 2019

Eligible Applicants:

- Local government
- Regional transportation authority
- Transit agency
- Natural resource or public lands agency
- School districts, local education agency or school
- Tribal government

Program Website:

<http://bit.ly/2vOZb67>

Iowa TAP Guidance:

<https://bit.ly/2QEDjQL>

Note: Notice is valid until the application deadline listed above.

Transportation Alternatives Program (TAP)

Overview

The Transportation Alternatives Program (TAP) was authorized by the most recent Federal transportation authorization act, Fixing America's Surface Transportation (FAST) Act, which was signed into law on December 4, 2015.

The TAP program is a new iteration of the program that was included in the last transportation authorization act, Moving Ahead for Progress in the 21st Century Act (MAP-21), which was in effect from 2013 to 2015. The MAP-21 program redefined the former Transportation Enhancements (TE) activities and consolidated these eligibilities with the former Safe Routes to School (SRTS) program, Recreational Trails Program (RTP) and some types of projects that were previously funded through the discretionary National Scenic Byways (NSB) program.

Eligible Activities:

The following categories of activities are eligible for funding under Iowa's TAP Program. Project sponsors are encouraged to verify Local Projects TAP project eligibility with their local TMA, MPO, or RPA.

- Transportation Alternatives (as defined by 23 U.S.C. 101(a)(29), in effect under MAP-21),
- Infrastructure-related or non-infrastructure-related projects formerly eligible through the Safe Routes to School program (as defined under Section 1404(f) of the SAFETEA-LU), and
- Projects eligible through the Recreational Trails Program under 23 U.S.C. 206.

Application Process/Cycle

The TAP program is a part of the Federal-aid Highway Program. Although the program is a "grant" program under federal regulation, it is not an "up-front" grant program and funds are available only on a reimbursement basis. This means project sponsors must incur the cost of the project prior to being repaid.

Applications for projects with a scope that is statewide or multi-regional in nature may be considered for funding through the Statewide TAP Program. Applications are due to the Iowa DOT annually by October 1 and must include the completed application, Iowa DOT Form 240004 Request for Transportation Alternatives Program (TAP) Funds, and all required attachments. Email submissions of the completed application by the stated deadline are allowed.

Applicants interested in the Statewide TAP program should contact Pamella Lee at the Iowa DOT for additional information. (Pamella.Lee@iowadot.us).



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Funding

Agency:

Iowa Department of Transportation (IDOT)

Funding Source:

State

Amount Available:

\$200,000 max – spot improvements
\$400,000 max – linear improvements

Matching Requirement:

45%

Application Due Date:

Accepted all year

Eligible Applicants:

- Any City in Iowa

Program Website:

<http://bit.ly/2uROuvN>

Note: Notice is valid until the application deadline listed above.

Urban-State Traffic Engineering Program (U-STEP)

Overview

The intent of the Urban-State Traffic Engineering Program (U-STEP) is to solve traffic operation and safety problems on primary roads in Iowa Cities.

Funding Requirements:

- The city must engineer and administer the project.
- Improvements must involve a municipal extension of a primary road. The two types of projects eligible are spot improvements and linear improvements (spot improvements are those limited to single locations; linear improvements are those which span two or more intersections).
- City match is 45 percent of the construction cost (55 percent state-funded).
- An engineering analysis of the problem area is required.
- Iowa Traffic Engineering Assistance Program can be used for analysis.

Application Process/Cycle

Letters of request with a sketch and cost estimate must be submitted by interested parties. Special requirements include DOT review of plans and specifications and type of approval required includes DOT staff approval and selection. Letters of request are accepted all year and any city in Iowa are eligible to apply. The average length of time for acceptance decision is approximately 90 days.

Complete applications/letters of request can be sent to the appropriate DOT district engineer; found in program website.